

# The Hongkong Telegraph.

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SATURDAY, DECEMBER 26, 1903.

六拜禮

號六十月二十年十英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 21,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,110,000

Head Office: YOKOHAMA.

Branches and Agencies.

KOBE, LONDON, NEW YORK, HONOLULU, SHANGHAI, HANKOW, TIENTSIN, NEWCHANG, PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
On Deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 15th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND:—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq., N. A. Sigs, Esq.  
E. Goetz, Esq., H. W. Slade, Esq.  
C. Michelau, Esq., C. A. Tomes, Esq.  
H. Schubart, Esq., E. S. Wheatley, Esq.  
E. Shellin, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
On Deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... £1,000,000  
Paid up Capital ..... £343,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq., J. Scott Harston, Esq.  
Chow Tung Shang, Esq., J. Lait, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 1/2 %  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Calcutta, Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCOUNT GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [16]

### TO LET.

NO. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWN No. 34, BLUE BUILDINGS, G. DOWNS: PRATA EAST.

Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st December, 1903. [1434]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [1455]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS ..... \$5,180,000

Head Office: NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARIS BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED  
On Current Accounts at 2 1/2 per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per annum.  
" 6 " 3 1/2 " " "  
" 12 " 4 " " "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [168d]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD \$7,992,173.37=about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED GOLD \$10,000,000=£2,055,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.

LONDON OFFICE:  
THREEDNEEDLE HOUSE, E.C.

BRANCHES AT  
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDENER BANK, COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 14th December, 1903. [100c]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:  
CANTON, PENANG, SINGAPORE, HANKOW, TIENTSIN, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:  
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3 1/2 per Annum Fixed Deposits for 3 months.  
4 " " " " " "  
5 " " " " " "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE FUND ..... £800,000

RESERVE FUND ..... £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" 6 " " " " "  
" 3 " " " " "

T. P. COCHRANE,  
Manager.

Hongkong, 24th December, 1903. [11]

### TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH,  
Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 12th September, 1903. [1616]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI and KOBE	MAZAGON	About 26th December	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	W. H. S. Hall	December	Freight and Passage.
(Passing through the Island Sea)	E. G. Andrews	About 28th December	Freight and Passage.
SHANGHAI	BENGAL	About 1st January	Freight and Passage.
LONDON, &c.	C. Phillips	Noon, 2nd January	See Special Advertisement.
SINGAPORE and BOMBAY	SIMLA	About 6th January	Freight only.
(Calling at Penang if sufficient inducement offers)	F. R. Sumners	January	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	TENISIN	About 7th January	Freight and Passage.
	H. W. Kenrick, R.N.R.		
	C. F. Lockstone, R.N.R.		

For Further Particulars, apply to

E. A. HEWITT, Superintendent

Hongkong, 26th December, 1903.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.  
ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
*KIAUTSCHOU	WEDNESDAY, 6th January, 1904.
*BAYERN	WEDNESDAY, 20th January, 1904.
*SACHSEN	WEDNESDAY, 3rd February, 1904.
*GERA	WEDNESDAY, 17th February, 1904.
*SEIDLITZ	WEDNESDAY, 2nd March, 1904.
*PREUSSEN	WEDNESDAY, 16th March, 1904.
*ROON	WEDNESDAY, 30th March, 1904.
*HAMBURG	WEDNESDAY, 13th April, 1904.
*PRINZ HEINRICH	WEDNESDAY, 27th April, 1904.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 6th day of January, 1904, at Noon, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 23rd December, 1903. [563c]

## Intimations.

### LANE, CRAWFORD & CO.

NEW YEAR GOODS!

Fancy Leather Goods in Great Variety.

DECORATIVE TABLE GLASSWARE.

PRETTY DESSERT SERVICES.

### DOLLS AND TOYS.

TOM SMITH'S AND CALEY'S CRACKERS.

CROSSE AND BLACKWELL'S XMAS PUDDINGS!!

HUNTLEY AND PALMER'S XMAS CAKES!!

MUSCATELS. FIGS. METZ FRUITS.

ELVAS AND CARLSBAD PLUMS.

LANE, CRAWFORD & CO.

Hongkong, 8th December, 1903. [732c]

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.

For Particulars apply to

THE MANAGER.

## NOTICE

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than

MACAO.

And there is no more comfortable Hotel in the Far East, than the

MACAO HOTEL.

WM. FARMER,  
Proprietor.

[610]

## Intimations.

When you feel in need of something to refresh the body and at the same time nourish and sustain—something to make you strong, hale and hearty—try a cup of Bovril.



JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

### H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [934c]

### AQUARIUS COMPANY.



The Aquarius Company's Table Waters are made of pure treble distilled water only.

Absolute purity can only be obtained by distillation.

AQUARIUS MINERAL WATER.

" SILENT WATER.

" TONIC WATER.

" GINGER ALE.

" GINGER BEER.

" LEMONADE.

" LITHIA WATER.

CALDBECK, MACGREGOR & Co.,  
GENERAL MANAGERS.

15, Queen's Road,  
Hongkong, 12th December, 1903. [12]

### OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS:—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

Hongkong, 22nd August, 1903.

JAS. D. M. CAMERON,  
Manager.

[555c]

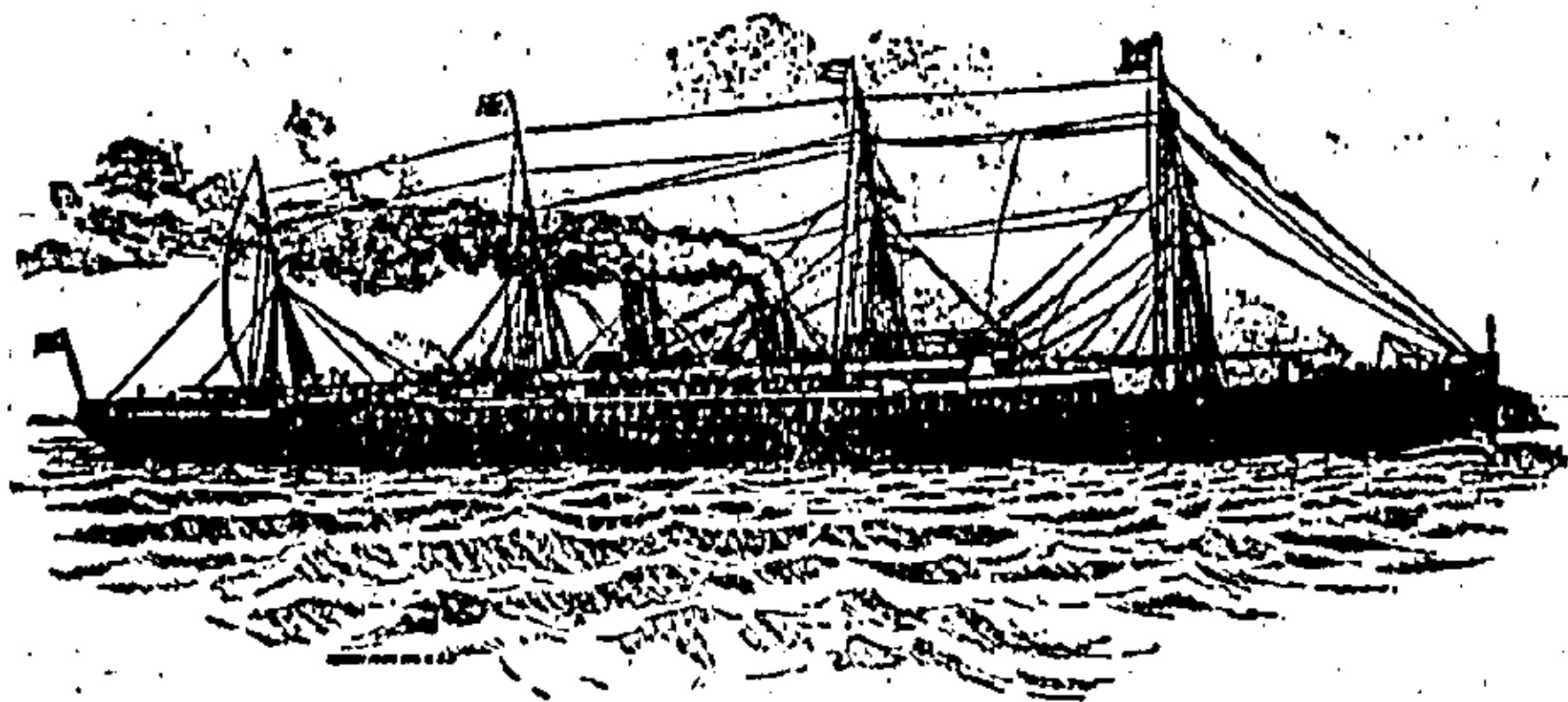
GO TO THE

### KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE,  
Proprietor and Manager.



# U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"KOREA" .....	11,276 Gross Tons, SUNDAY, 27th December, at 9 A.M.
"GABRIO" .....	4,205 " SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" .....	6,307 " SATURDAY, 9th January, at Noon.
"OHINA" .....	5,060 " TUESDAY, 19th January, at Noon.
"DORIC" .....	4,784 " FRIDAY, 29th January, at Noon.
"NIPPON MARU" .....	6,307 " SATURDAY, 6th February, at Noon.
"SIBERIA" .....	11,284 " SATURDAY, 13th February, at Noon.
"COPTIC" .....	4,352 " TUESDAY, 23rd February, at Noon.
"AMERICA MARU" .....	6,307 " WEDNESDAY, 2nd March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 27th instant, at 9 A.M., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-ports throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 24th December, 1903.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" .....	6,000 Tons, WEDNESDAY, 13th January, 1904.
"ATHENIAN" .....	3,882 " WEDNESDAY, 27th January.
"EMPRESS OF INDIA" .....	6,000 " WEDNESDAY, 10th February.
"TARTAR" .....	4,425 " WEDNESDAY, 24th February.
"EMPRESS OF JAPAN" .....	6,000 " WEDNESDAY, 9th March.
"EMPRESS OF CHINA" .....	6,000 " WEDNESDAY, 30th March.
"EMPRESS OF INDIA" .....	6,000 " WEDNESDAY, 20th April.
"ATHENIAN" .....	3,882 " WEDNESDAY, 27th April.
"EMPRESS OF JAPAN" .....	6,000 " WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GOSW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
NURNBERG .....	HAVRE and HAMBURG.	30th Dec.	Freight.
Jagur .....	(Calling at SINGAPORE and PENANG.)		
SAVOIA .....	ROTTERDAM and HAMBURG.	10th January, 1904.	Freight and Passengers.
Dein .....	(Calling at SINGAPORE.)		
AMBRIA .....	HAVRE and HAMBURG.	15th January, 1904.	Freight.
Duckstein .....	(Calling at SINGAPORE and COLOMBO.)		
WURZBURG .....	HAVRE, BREMEN and HAMBURG.	28th January, 1904.	Freight and Passengers.
Bizer .....	(Calling at SINGAPORE and PENANG.)		
ALESIA .....	HAVRE and HAMBURG.	6th February, 1904.	Freight.
Schnefeld .....	(Calling at SINGAPORE and COLOMBO.)		
NUBIA .....	NEW YORK	About end of December, or beginning of January.	
von Hoff .....	Via SUZ.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 23rd December, 1903.

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM," .....	2,363 tons, Captain H. D. Jones.
"POWAN," .....	2,338 " " G. F. Morrison, R.N.R.
"FATSHAN," .....	2,260 " " A. V. Dixon.
"HANKOW," .....	3,073 " " C. V. Lloyd.
"KINSHAN," .....	2,800 " " J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

#### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons, Captain W. E. Clarke. |

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

#### CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 219 tons, Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons, Captain B. Branch. || "NANNING," ..... | 569 " " C. Butchart. |
| "TAK HING," ..... | 618 " " R. D. Thomas. |

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS .....	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP .....	KOBE and YAMA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMAH .....	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,  
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.

Hongkong, 30th November, 1903.

[1163e]

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

C. W. CLARK,  
No. 4, ICE HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

954c] PATRONAGE RESPECTFULLY SOLICITED.

## THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE,

954c]

## Intimations.

### THE YOKOHAMA DOCK CO., LTD.

#### No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

#### No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

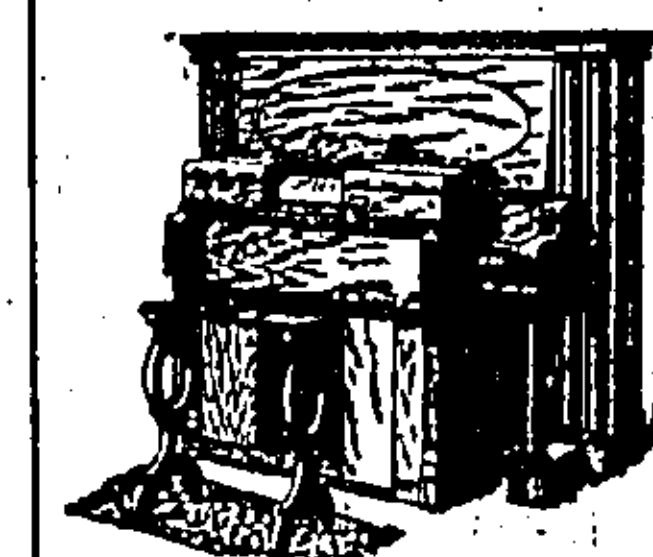
## THE ROBINSON PIANO CO. LTD.

THERE IS NO

## XMAS GIFT

GIVES SUCH GREAT AND PER-  
MANENT PLEASURE AS

## THE "APOLLO" PIANO PLAYER



IT IS A  
REVELATION

Pay PART Cash and Balance

LATER.

## VICTOR TALKING MACHINES

absolute reproduction of the human voice.

Songs by the Best Singers,

Comic Songs and Speeches,

Good Band Music.

## SPECIAL OFFER

at this Season.

PAY for the Records now and for the

Machine LATER.

## PIANOS:

Magnificent instruments at specially

Low Prices during Xmas week. Do not fail

to inspect our stock if you wish to make a

handsome gift.

Our NEW STOCK OF MUSIC

has arrived.

Hongkong, 22nd December, 1903. [475e]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS, AND ENLAR-  
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120e]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central,  
Hongkong, 9th February, 1903.

[20]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEAR" guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903

[595d]

## A WONDERFUL DISCOVERY.

This is the result of research and experiment, when  
all the forces of nature are harnessed to the service  
for the comfort and happiness of man. Science has  
indeed made giant strides during the past century,  
and among the by no means least important  
discoveries in medicine comes that of Therapion,  
particulars of which will be found in another  
column. This preparation is unquestionably one  
of the most genuine and reliable of the world's  
ever introduced, and has, we understand, been used  
in the Continental Hospitals by Ricord, Rostan,  
Jobert, Velpeau, Malgaigne, the well-known  
Gynecologist, and indeed by all those who are  
recognized authorities in such matters, including  
the celebrated Laennec, and Roux, by whom it  
was some time since uniformly adopted, and that  
it is worthy the attention of those who require a  
remedy we think there is no doubt. From the  
time of Aristotle downwards, a potent agent in the  
removal of these diseases has been the use of  
Therapion (the name of the stone) but the discovery  
of a remedy so potent as to replenish the  
fading energies of the confirmed sufferer in the  
one case, and in the other, actually speedily  
and safely to expel from the system without the  
aid, or even the knowledge, of a second party, the  
poison of acquired or inherited disease, is a  
discovery of the highest importance, and one which  
we are sure will be of great benefit to the  
human race. Such is the New French Remedy Therapion, which  
is now certainly rank with it. If not taken  
of, in many of the diseases of our day, about which  
so little ostentation and noise have been made,  
and the result of which is a constant demand that  
has been created for this medicine wherever it  
appears to prove that it is destined to cast  
into oblivion all those questions of life and  
death which were formerly the sole reliance of medical men.  
Therapion is obtained in England, France, and  
from the proprietor, and of the principal Chemists  
and Merchants throughout the Colonies, India,  
China, Japan, &c., not even excluding such remote  
districts as Central Africa, the Fiji Islands, &c.  
Therapion is a Diamond Field Advertiser KIMBERLEY



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"PYRRHUS"	On 27th December.	
GLASGOW AND LIVERPOOL	"TYDEUS"	On 27th December.	
GLASGOW AND LIVERPOOL	"NESTOR"	On 1st January.	
GLASGOW AND LIVERPOOL	"KEEMUN"	On 8th January.	
GLASGOW AND LIVERPOOL	"KINTUCK"	On 14th January.	
GLASGOW AND LIVERPOOL	"KINGUEY"	On 22nd January.	
GLASGOW AND LIVERPOOL	"MOVUNE"	On 28th January.	
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 3rd February.	

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 5th January.
MARSEILLES, L'DON & A'WERP.	"YANGTZE"	On 19th January.
*LIVERPOOL (With Transhipment at Singapore)	"YANGTZE"	On 19th January.
LONDON & ANTWERP	"NESTOR"	On 2nd February.
*GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 15th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOVUNE"	On 1st March.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 29th December.
	"PINGSUEY"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd December, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOHOW"	26th December.
MANILA	"CHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGIU"	30th "
MANILA	"KAIFONG"	30th "
KOBE	"TAIYUAN"	1st January.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 24th December, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	A. H. Notley	AMOY & MANILA	MONDAY, 28th Dec., at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at 10 A.M.
RUHI	2540	R. W. Almond	MANILA	SATURDAY, 9th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 26th December, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13.
"INDRASAMHA"	5,197	W. E. Craven	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	TUESDAY, 29th December, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,860	SATURDAY, 2nd January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 23rd December, 1903.

K. NAKASHIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

## SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th July, 1903. [804e]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

CAPTAIN SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903. [1073e]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.  
Passage Fare, \$4 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.  
Hongkong, 30th May, 1903. [1322e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.  
THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.  
For Freight or Passage apply to  
DOUGLAS, LAIRDAK & CO.,  
General Managers.

Hongkong, 24th December, 1903. [1544e]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, SWATOW, STRAITS AND RANGOON.

THE Company's Steamship

"AVOCA,"

Captain W. A. Fausset, will be despatched as above on MONDAY, the 28th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 21st December, 1903. [1527e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above on WEDNESDAY, the 30th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 23rd December, 1903. [1539e]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN,"

Captain Le Coispeiller, will be despatched for the above Ports on or about WEDNESDAY, the 30th instant.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd December, 1903. [1044e]

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE H.A.L. Steamship

"BADENIA,"

Captain Rorden, will be despatched for the above Ports, on SATURDAY, the 2nd January, at Noon.  
For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 24th December, 1903. [1548e]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above on SATURDAY, the 9th January, 1904.  
For Freight or Passage apply to  
McGREGOR, BROS. & GOW,  
Agents.

Hongkong, 17th December, 1903. [1517e]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1903.

"SIKH" ..... 12th Jan.

"SAGAMI" ..... 26th Jan.

"AFRIDI" ..... 9th Feb.

For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 21st December, 1903. [1330d]

## Shipping—Steamers.

THE HONGKONG, CANTON & MACAO  
STEAMBOAT COMPANY,  
LIMITED.

## SUNDAY EXCURSION TO MACAO.

THE Steamer

"HONAM"  
(weather permitting and sufficient inducement offering) will make a SPECIAL EXCURSION TRIP TO MACAO TO-MORROW, the 27th instant, leaving Hongkong at 9 A.M. and Macao at 9 P.M.Return Fare, \$5.00. Cabins, \$5.00 Extra. TICKETS obtainable on Board the Steamer. By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 23rd December, 1903. [1542e]

## EXCURSION TO MACAO.

THE Commodious Steamer

"TAI ON,"  
will run a SPECIAL TRIP TO MACAO TO-MORROW, the 27th instant, leaving her usual Wharf West at 9 A.M. and return from Macao at 8.15 P.M. sharp.

TICKETS, RETURN FARE, \$2.

A Charitable Bazaar in aid of the Canadian Sisters of Charity will be held at the Public Gardens, San Francisco, (Pia Grande). Meals can be had on Board.

RITCHIE & CO.,  
Hongkong, 21st December, 1903. [1530e]

CHRISTMAS HOLIDAY EXCURSIONS TO MACAO.

THE Favourite Passenger Steamer

"WING CHAI"  
will run SPECIAL TRIPS TO MACAO on the 27th and 28th December, leaving her Wharf in Hongkong at 9.30 A.M. Each Day and Macao at 7.30 P.M., arriving Hongkong about 11 P.M.

FARE—Return Ticket available for Three Days \$3.

The Steamer will also run on CHRISTMAS DAY leaving Hongkong at 8.30 A.M. and Macao at 2 P.M.

MING ON & CO.,  
Hongkong, 16th December, 1903. [1514e]THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
WORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMERA,"

Captain Lockhart, will be despatched as above on or about MONDAY, the 28th instant.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 19th December, 1903. [1454e]

"SHIBE" LINE.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, will be despatched for the above Ports, on or about MONDAY, the 28th instant.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 22nd December, 1903. [1537e]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship

"SULLBERG,"

Captain Meyer, will be despatched for the above Ports, on FRIDAY, the 1st January, at Noon.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 24th December, 1903. [1547e]

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 21st December, 1903. [1526e]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,  
Hankow, 28th Nov. 1903. [12e]DEUTSCHE WEINGESellschaft  
DUHR & CO., COELN.STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRACHER, Moselle ..... at \$16.50  
LAUBENHEIMER, Hock ..... at \$15.00  
All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.,  
Hankow, 16th October, 1903. [1259e]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIKOSHIMA MARU	{ BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 29th Dec., at Noon.
KAGA MARU	{ VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 29th Dec., at 4 P.M.
KASUGA MARU	{ NAGASAKI, KOBE and YOKO. HAMA	WEDNESDAY, 30th Dec., at Noon.
YAWATA MARU	{ SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	WEDNESDAY, 30th Dec., at 4 P.M.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 24th December, 1903.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.ON TUESDAY, the 29th December, 1903, at 1 P.M., the Company's Steamship "SALAZIE," Captain Nègre, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 28th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 17th December, 1903. [1004e]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.

Tons.	Captains.	1903-04.
Victoria	3,502 J. Truebridge	Dec. 30
Lynx	4,417 G. V. Williams	Jan. 20
Olympia	2,83 A. Dixon	Feb. 11
Shawmut	9,606 W. M. Smith	Feb. 19
Tacoma	2,812 M. Ridley	Feb. 26
Victoria	3,502 J. Truebridge	Mar. 16

† Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 24th December, 1903. [1874d]

## Hotel.

## KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hôte at Separate Tables.


For Terms, &c., apply to the  
MANAGER.

Hongkong, 23rd October, 1903. [1119d]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT



Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO., LIMITED.

PORT.

B.—OLD VINTAGE, superior quality, Red Capsule — \$16.00 1.70

C.—FINE OLD VINTAGE superior quality, Black Seal Capsule — 20.00 1.70

D.—VERY FINE OLD VINTAGE, extrasuperior, (old bottled), Violet Capsule — 27.00 2.25

NOTE.—Port, after removal, should be rested for a month before use.

Wine required for IMMEDIATE use should be ordered to be decanted before being sent out.

These Wines are specially suited for Invalids and general use, and are too well known to need further comment.

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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 254.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
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TEMPORARY STORE:  
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NEW YEAR CARDS.

FURNITURE DEALERS.

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and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
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CHINA WARES.

PASTEUR'S MICROBE-PROOF  
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PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

DEATH.

SETNA.—On the evening of the 24th December, at his residence, Chandanawadi, Bombay, Mr. COOVERJEE BOMANJEE SETNA. Deeply regretted. (By telegram.) [1550e]

The Hongkong Telegraph

HONGKONG, SATURDAY, DEC. 26, 1903.

LOCAL AND GENERAL.

THE Board of Trade returns for November show that imports have increased by £3,605,335 and exports decreased by £1,610,445.

It is reported that the s.s. *Saladin*, which has been dismantled, is to be towed to Penang by the s.s. *Hyson*. She will be used as a tobacco hulk in Penang.

THE name of Mr. Alfred Wright has been added to the list of authorised architects under section 7 of the Public Health and Buildings Ordinance, 1903.

THE *Universal Gazette* states that as war is inevitable between Russia and Japan, China has definitely resolved to co-operate with Japan in opposing Russia.

MR. John Roberts has again been playing billiards at Taiping. In a match against Mr. Cumming at the New Club, he won easily after conceding his opponent 750 in 1,000.

H.E. THE Officer Administering the Government has given his assent, in the name and on behalf of the King, to the Ordinance to amend The Public Health and Buildings Ordinance, 1903, (No. 1 of 1903).

THE C. N. steamer *Peking* upon arriving at Shanghai from Swatow, reported having sighted N. 3 W. 53 miles off Turnabout a large junk, with bow 6 feet above water, having been sunk by collision. Dangerous to navigation.

A COLLISION has taken place between the Greek steamers *Assos* and *Pyloros* at Athaca. The bows of the *Pyloros* containing the second class cabin were crushed in and flooded and fifty passengers were killed and drowned.

AN article by Lord Hindlip has appeared in the *Nineteenth Century* which dwells on the great potentialities in East Africa, and urges making it a colony under the Colonial Office with practical and experienced men sympathising with the white settlers, to assist the Commissioner.

EXPERT geological reconnaissances made in western and southern Somaliland, point to the existence of extensive and copious artesian systems at a depth varying from a hundred, to a thousand feet. Also to a subterranean supply along dry ways at a depth of thirty to a hundred feet.

THE King has not been advised to exercise his power of disallowance with respect to Ordinance No. 16 of 1903, repealing the Water-works Consolidation Ordinance, 1902, and providing for and regulating the water supply in Hongkong, and for the maintenance and repair of the works in connection therewith.

GUN practice will take place from Stonecutters Island (West and East Batteries) in a south-westerly direction at ranges from 600 to 4,000 yards, on the 1st of January, 1904. If the weather is unfavourable on this date, practice will take place on the 2nd of January. Practice will commence at 9 a.m. and end about 11 a.m., if the range is clear.

THE *Tung Wen Hu Pao* learns that recently, there was a fight between the Government troops and the Kuangsi rebels numbering over three hundred. On the 3rd of this Moon the city gate of Liu-Chou was closed, and a thorough search was made for rebels, resulting in the capture of about a hundred, and on the next day these were decapitated.

THE *Tung Wen Hu Pao* hears that recently the gentry class of Kiangsi held a meeting amongst themselves to discuss methods of procedure regarding the mining affairs of that province. During that meeting a resolution was passed, and this resolution was eventually sent in to Governor Hya who promptly took up the matter in hand intending to memorialize the Throne on the subject.

It is notified in the *Gazette* that the Secretary of State for the Colonies has intimated to H.E. the Officer Administering the Government that His Majesty the King has approved of the appointment of the Hon. Dr. J. M. Atkinson as an Official Member of the Executive Council, and also of the appointment of the Hon. Basil R. H. Taylor as an Official Member of the Legislative Council for so long as he acts in the office of Harbour Master.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Officer Administering the Government has, with the approval of the Secretary of State for the Colonies, appointed Mr. J. H. Kemp, to be assistant secretary to the Sanitary Board, with effect on and from the 1st of January, 1904.

THE game of football, as now played, is nothing but legalised assault and battery and premeditated murder; athletes of the better class are giving it up. The abolition of football by Act of Parliament may yet have to be seriously considered. —*Sydney Bulletin*.

ACCORDING to the Press of Odessa, the Committee of the so-called "Volunteer Fleet" intends to give orders for four new ocean-going steamers to replace those sold lately to the Ministry of Marine. These new steamers are to be of the same type as the *Vektrovolostav* and the *Vladimir*, and with the carrying capacity of the *Kavran*. It has not been decided yet whether these new boats will be built in the shipbuilding yards at Nikolaiief, on the Black Sea, or in an English yard.

In order to avoid conflict of authority, Viceroy Tsen Chun-hsuan of Liang Kwang memorialized the Throne sometime ago asking that the military command in Kwangsi be vested solely in Governor Ko Feng-shih of that Province. As no reply was given by the Throne to his application, the Viceroy again memorialized to the same effect and an edict has now been issued granting his request and appointing Ko Feng-shih to take sole charge of the military campaign in Kwangsi.—*Ex.*

CHRISTMAS FESTIVITIES.

IN HONGKONG.

Though Christmas in Hongkong is not attended with the same pleasures and familiar joys traditional to the Homeland, no evidence was wanting yesterday that the inhabitants of our Colony, both young and old, in all classes of the community, did their utmost to celebrate the occasion with the usual *brus*, feasting and general fellowship we are used to associate with the Anglo-Saxon Yuletide. It would have been difficult, in this part of the world, to secure more propitious weather for the holiday, the weather being cool, bright and dry; in consequence of which, trippers to Macao, excursionists into the New Territory and the members of the numerous yachting and picnic parties had a most enjoyable day. In Hongkong itself the festive season was kept up with all the enthusiasm that it merits. The ships in the harbour were dressed and carried at their mast-heads and yard-arms bunches of verdure that did duty for the absent holly and mistletoe. The hotels, police-stations, barracks and the Civil Hospital put on their Christmas garb, and, from an early hour, the evident good humour and gaiety of all Hongkongites, once chance to meet, gave proof that the European portion of the population had woke up with the intention of keeping Christmas in the good old style.

THE POLICE DANCE.

Members of the police force met at No. 7 Police Station last night to hold the annual dance. The ball-room was lavishly decorated with flags and appropriate mottoes, and tastefully festooned with ferns and flowers. The exterior of the ball-room and the drill-ground was bedecked with strings of Chinese lanterns, which, as they swayed in the breeze, added considerably to the charm of the scene. About two hundred members of the force and their friends attended, and joviality was the order of the evening. Inside the ball-room numerous were the dancers that held the floor, while votaries of the green cloth found distraction in the card room. Features of the evening were a Strathpey and Reel, Miss Drummond, of Perth, and Reel of Tulloch by Mr. J. Sinclair. In one of the rooms below, an excellent supper was provided and most heartily appreciated by all. The arrangements were in the hands of a committee, composed of the following:—Chief Inspector Baker, President; Chief Detective Inspector Hanson, Chairman; Inspector P. McNab, Vice-President; Lance Sergeant Lee, Sergeant Floyd; Sergeant Hill, Police Constables Pitt, White, Cooper, and Last. The dance programme was entrusted to Police Sergeant Grant, who is to be congratulated on the excellent manner in which he fulfilled his duties as Master of Ceremonies. Great praise is due to the Hon. Secretary, Sergeant McDonald, who, with Inspector McNab, worked hard to ensure the enjoyment of all present, the success of their efforts being evident in the complete success of the function.

THE ARMY AND NAVY.

As usual, our sailors and soldiers were to the fore in their rejoicings. High jucktings took place on board the men-of-war in the harbour and the lower-deck was feasted in high style. Jack drank to the health and success of his officers, who came down to his quarters and in return, toasted the "man behind the gun." At the Naval Yard, the quarters of the Yard Police were elaborately adorned with bunting, and every preparation was made by its occupants to have a "right good time." At 11 a.m. Rear-Admiral and Mrs. Robinson, Commander and Mrs. Dawes and other officials visited the men. The Chief of the Station expressed his satisfaction at the excellent manner in which they had served under his orders, complimented them on the tasteful decorations displayed and drank to their health, success and well-being. The members of the corps then sat down to an excellent spread and a most enjoyable afternoon was spent.

Nor was the Army behind in keeping up the spirit of our English Xmas, and in the barracks of a 1st corps in garrison the non-commissioned officers and men feasted, and fêted. The traditional visits were paid to the different messes by the officers and toasts were exchanged. No untoward incident marred the general good feeling prevalent during the day and with civilian, Jack and Tommy alike Christmas in Hongkong was a "rattling good time."

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

CHRISTMAS CUSTOMS.

In the days before his birth he had much opportunity to crystallise itself in theatres, many Christmas customs took the aspect of dramatic performances. We now see large-headed gnomes and Christmas fairies while sitting at ease at the pantomime; but, with our ancestors, the mummers, who represented to them a similar form of amusement, strolled from house to house, and street to street, sometimes—it is recorded—even invading the parish church. Christmas time was one huge, spectacular entertainment, and the simpler the nation, the more noticeable a tendency to dramatise either the event which yesterday celebrated, or some old custom that has become identified with it. Even in these modern days, these old customs linger among the less civilised nations. The mountaineers of Servia appoint a Christmas guest, called a "Polaznik," whose duty it is to approach the household this important morning, and announce the birth of Christ. He then scatters corn about the floor while the housewife, responding, "Varly, He is born," flings a handful in his face; but what the symbolic meaning of this action may be is not explained. A lengthy dialogue is then gone through, during which the "Polaznik" receives and gives numerous presents; ceremonies of a similar nature taking place during the day. In German villages for the "Polaznik" is substituted our familiar father Christmas, attired in white, with a gilt or pink belt. But he is accompanied by a retainer unknown to English children—a certain Knight Rupert—whose duty it is to carry the huge bag of toys for his master, and empty the contents out before the wondering children. A touch of solemnity is added to the ceremony by the fact that if the Father hears a bad account of the children from their parents, he leaves, instead of playthings, a rod, with strict injunctions not to be sparing in his use. In Germany there is at the same time much more mirth and much more sentiment about this festival than with us. On Christmas Eve the children offer their presents to their parents, while on the day itself the parents give theirs; the scenes, on both occasions, an on-looker has observed, being very affecting. Quite by itself is a custom once known in Italian provinces, where, on this day of peace and good-will, the women were wont to drag all old bachelors into the church and beat them well, as a reminder to marry before next Christmas.

Like many other adjuncts of this season, the Christmas tree, though associated with Germany, is a relic of Paganism, having been first known in Egypt. A palm tree was used by this nation at the time of the winter solstice to symbolise the completed year, as this plant puts forth a branch every month, and by the time mentioned the branches would number twelve. The Yule log had also its peculiar ceremonies, less observed in England now than formerly, and for obvious reasons completely omitted from a Hongkong Christmas festival. In some places the log really consisted of two small oak trees, which were covered with silk ribbons, flowers, etc. A brand of the log was always kept in the house till next Christmas, and was supposed to protect the house against fire, though it was noticed that even the most superstitious housewife gave her chimney a good cleaning some three days previous to the ceremony, to guard against the leaping of these Christmas flames. It was commonly held that ill-luck would fall on the house if the Yule log while burning was approached by a person that squinted or was bare-footed—the latter hardly being a likely contingency in the depth of winter. A woman who was flat-footed was also never allowed to approach flames as sacred almost as those of Vesta. In Burgundy the children find their gifts, not in their stockings as with us, but at each end of the log, which they fancy grows these playthings as a kind of magic fruit.

Shakespeare states that at this season of the year, "No spirit dare stir abroad," but the Swedish peasantry hold a different opinion, for on Christmas Eve they fancy that witches have more power than usual, and therefore remain indoors all that night. In case the hens might be affected by the malign influence, and refuse to lay, they are careful to put a little straw into their nests. A prettier superstition, once universal, is to the effect that for one hour after midnight on Christmas Eve animals are gifted with reason and speech, while an ancient belief exists that on this day lost souls ceased to suffer, and enjoyed a few hours' respite from their pains.

Something of the old earth worship common to Pagan nations is to be found even nowadays in the Christmas rites of some English counties. In Devonshire hot cakes and cider are offered as a sacrifice to the chief apple-tree, as a hint to it to bear good fruit in the oncoming year, pistols being let off and songs sung as an additional reminder. In other districts spiced ale is sprinkled on some of the fields, while in Hampshire something of the same ceremony is gone through, to the accompaniment of rough rhymes.—

"Apples and pears and right good corn  
Come in plenty to everyone;  
Eat and drink good cake and hot ale,  
Give Earth to drink she'll not fail."

In *Marmion*, Sir Walter Scott gives a pleasing picture of an old-time Christmas, when he describes how,

"The great hall table's taken face,  
Scrubbed till it shone the day in grace,  
Bore then upon its massive board  
No mark to part the squire and lord."

Temporary equality between servant and master was a feature of old Christmas, and sometimes led to considerable licence in the festive week. A similar custom was observed during the Roman Saturnalia, from which many of our Christmas customs are derived. A relic of this old freedom is said to exist in Cheshire, where the farmers are put to much inconvenience, because their servants go off in a body on Christmas Eve, not returning to their duties till New Year's Day. The interval they spend in merry making in the city, putting up at an inn at night. This custom is naturally regarded with aversion by the housewives, but the Hongkong servant has improved upon it, for he goes off holiday making according to his own sweet will and fancy, and stays away altogether.

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FINANCIAL RETURNS.

The financial returns for the period, January 1st to October 31st, 1903, are published in the *Gazette*. The actual revenue during the ten months was \$3,802,432.63, as against \$3,432,557.29 for the same period of the preceding year. To this has to be added revenue derived from land sales, totalling \$499,236.26 as against \$73,342.27 collected during the same period of the preceding year. The total increase under the various items in revenue was \$3,810,026, and the only decrease, miscellaneous receipts is \$35,322.73. The expenditure for the ten months under review, was \$4,380,095.30 as against \$4,854,451.56. The total increases amounted to \$678,245.52 against which is a total decrease, under various headings, of \$1,152,601.78, including \$19,164.25; Public Works, extraordinary, \$629,900.28; miscellaneous services, and \$24,265.06; Public Works, recurrent. On the 31st October here was a total balance in hand of \$372,418.25; \$350,875.93 being in Hongkong and \$21,542.32 with the Crown Agents.

TURF TOPICS.

Twelve subscription China pony griffins, being the fourth batch from Shanghai, arrived per the s.s. *Kwong Sang* yesterday, and were drawn for in the afternoon in the presence of a large concourse of local sporting men. Among those noticed were Sir Paul Chater, Major Radcliffe, Messrs. Ritter, Macdonald, Clarke, Hart Buck, Kadoorie, Michael, Bruton, J. H. Lewis, and his partner, H. P. White, who arrived in the Colony by the German mail looking as fit as ever. The result of the drawing was as follows:—

No. 56 and 57—J. H. Lewis. "Made good running at Shanghai, and are regarded as the best of the batch on time trials.

No. 58—W. E. Gray.

" 59—E. Kadoorie.

" 60—J. H. Lewis.

" 61—Major Radcliffe. The slowest pony on trial, but a fine looking animal, and a thorough racer.

" 62—Major Radcliffe.

" 63—Macdonald.

" 64—W. E. Gray.

" 65—H. N. Mody.

" 66—E. H. Hinds.

" 69—Morgan Phillips.

Eight animals, expected by the next boat, will complete the lot of ponies from Shanghai. The *Kwong Sang* also brought a number of Derby griffins and other crack ponies, including three Derby griffins for Mr. Mody; two for Mr. Kadoorie; one for Ewos, also the famous racers, *Sir Polka*, *Rajah*; one Derby for Mr. J. H. Lewis, together with his old ponies *Muscatel* and *Starling*, and others in charge of the trainer, Mr. Curran; and one Derby pony for Mr. Simpson.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE RACE COURSE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—Persons frequenting Happy Valley, must have noted with satisfaction, the various modifications being carried out on the Race Course. Work is now in progress in front of the grand stand, where the water course is being concreted and bricked in, and I feel sure that many persons interested in the training of the animals for the races would greatly appreciate any steps which would hasten the completion of this much-needed improvement. At present considerable inconvenience is occasioned by reason of the various materials lying about in all directions, and if the authorities could be induced to provide additional labour, and arrange for the contractors working overtime, so that the improvements may be carried out with greater expedition, the many ladies and gentlemen who are in the habit of watching the training—the most interesting part of the racing season—would undoubtedly appreciate the effort.—Yours, etc.

CHARIOTEER.

Hongkong, 26th December, 1903.

COMMERCIAL.

Shanghai advices, dated 19th inst. report business done:—Shanghai and Hongkong Wharf shares at Tls. 217½ for March, Fatnam, Boyds at Tls. 127½/127½ for December, and Tls. 128 for March. Pulpals at Tls. 110. Langkats at Tls. 315 cash, Tls. 315 for December, and Tls. 330 for March.

WEEKLY SHARE REPORTS.

In their report, dated 24th inst., Messrs. Benjamin, Kelly and Potts, write:—

"To-morrow being Christmas Day, we are issuing our circular one day earlier than usual. During the period under notice, transactions put through have been few and far between and call for no special comment, beyond the fact that Langkats and Fatnam have weakened in Shanghai, probably owing to the approaching settlement there which is reported to be a heavy one. We take the opportunity of wishing our constituents, one and all, a very Happy Xmas.

Banks.—Hongkong and Shanghai Banks are weaker, no doubt due to the critical state of political affairs in the North, and we make the closing quotation \$65. The sterling price in London has further declined to £63. Nationals have appreciated and are in request at \$31.

Marine Insurance.—Unions have been fixed at \$100 and more shares are offering, otherwise there is no business to report in stocks under this head.

Fires.—Hongkong. Fires keep steady at \$10, while China Fires have risen to \$90 at which rate shares are in demand.

Shipping.—Hongkong, Canton and Macao Steamboats have been disposed of at \$34 and now close at \$31½. Indo-China are quiet at \$76. San Kaites (old) have been the medium.

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Business at \$30; the new shares are steady at \$9. Shell Transports have declared an interim dividend of one shilling per share for 1903, and on the strength of this news the stock has firmed, and there are inquiries for shares after sales at £1 2/6. Other stocks in this section are unchanged at last week's quotations.

Refineries.—China Sugars have eased off and are on offer at \$105.

Mining.—There is absolutely nothing doing locally. Puntjoms have fallen to \$1 and Raubs to \$7. Chinese Engineering continue in demand in Shanghai at Tls. 6.

Docks, Wharves and Godowns.—The weakness in Hongkong and Whampoa Docks recorded in our last issue has disappeared and shares are now inquired for at \$208. Fatnam has not maintained their position and sales are reported from the North at Tls. 117 ex the interim dividend of Tls. 5 paid on the 22nd instant. Kowloon Wharves are to be sold at \$97. Hong-kew Wharves have been parted with in Shanghai at Tls. 215.

Land, Hotels and Buildings.—Hongkong Lands have changed hands at \$157½ closing with sellers at \$157. Shanghai Lands have advanced to Tls. 105 at which rate sales have been effected. Hongkong Hotels have again found buyers at \$148. Humphreys' Estate are in strong demand at \$11, but there are no shares coming out. China Providents have been negotiated at \$94.

Cotton Mills.—Ewos can be obtained at Tls. 34 ex the dividend of Tls. 4 paid in Shanghai on the 22nd instant. Quotations for the other Mills are unaltered.

Cigar Companies.—Sumatras have been bid to at Tls. 52.

Miscellaneous.—Green Island Cements have changed hands at \$25. China Borneos are wanted at \$2½. A. S. Watsons can be placed at \$14. Geo. Fenwicks have been done at the further enhanced rate of \$45, and are still inquired for. William Powells have buyers at \$9. We make Tramways \$300 ex the dividend of \$20 due to-day. Owing to forced sales for the settlement in Shanghai, Langkats have suffered a decline in value, and transactions at Tls. 305 have taken place.

Messrs. Erich Georg & Co. write, under date, 24th inst.:—

Owing to the Christmas holidays, our circular is issued to-day, instead of on Saturday. Since the issue of our last circular only a moderate business has been transacted, and rates have not undergone any very material change, although the political outlook has effected some stocks, notably Bank shares. The sterling demand rate on London is 15. 8/16, while the rates on Shanghai are unchanged, viz., Tls. 71½ for a T/T, and Tls. 71½ for three days sight Private Bills.

Bank Shares.—A few Hongkong and Shanghai sold at \$75, but there are sellers now at \$65, while the London quotation has dropped to £63. Nationals have improved to \$31 buyers.

Marine Insurance Shares.—Unions are still on offer at \$100, while China Traders have fallen to \$56. Other stocks under this heading unchanged.

Fire Insurance Shares.—Hongkong's are on offer at \$310. China's have been done at \$99, and a small lot can be placed now at \$90; a sale at \$93 per 31st March next has been put through.

Shipping Shares.—Hongkong, Canton and Macao Steamboat shares changed hands in small lots at \$34½ and a few shares are for sale at \$31½. Indo-China's, after advancing to \$77, with a rise in the North to Tls. 56, have gone back to \$76, the latest quotation from the North being Tls. 54½. China and Manila's have sellers at \$18, and Douglases are offering at \$30. Star Ferries sold at \$30 for old, while new shares are quoted \$19. Shell Transports sold at 22s. 6d. to 23s. closing with sellers at latter rate.

Refineries.—China Sugars have been done at \$105, \$104, \$103 and \$104, closing with sellers at \$105. Luzons unchanged.

Mining Shares.—Unchanged.

Docks, Wharves and Godowns.—Hongkong and Whampoa Dock Company shares sold at \$204 to \$207, and shares could probably be placed now at \$208. Hongkong and Kowloon Wharf and Godown Co. shares improved to \$98, but this rise was not maintained, and the market closes with sellers at \$97. Amoy Docks are unchanged. Fatnam's are weaker in the north and the closing quotation is sellers at Tls. 117½ ex the interim dividend of Tls. 5 per share paid on 22nd instant. Shanghai and Hongkong Wharves have receded to Tls. 215.

Land, Hotels and Buildings.—Hongkong Land Investment and Agency Co. shares, after improving to sales at \$18½, are on the market at \$17. Kowloon Land unchanged, and so are West Points. Hongkong Hotels have been fixed at \$148, closing with sellers at that rate. Humphreys have buyers at \$11.

Cotton Mills.—Unchanged in value. The Ewo Cotton Spinning and Weaving Company paid the dividend of Tls. 4 per share on 22nd instant, which accounts for the drop in the rate to Tls. 33.

Miscellaneous.—Green Islands sold at \$244 and \$25, and have sellers at latter rate. China Borneos have improved to buyers at \$2½. Watsons sold and are wanted at \$14. Fenwicks fetched \$49, and at that figure there are buyers. Tramways are quoted \$300 ex the dividend of \$20 per share paid to-day. China Providents have been fixed at \$94. Langkats, after sales at Tls. 312½ cash and Tls. 327½ per 30th April, are weaker in the north and quoted Tls. 305.

SHIPPING AND-MAILS.

MAILS DUE.

Australian (*Taiyuan*) to-morrow.

Indian (*Gregory Abcar*) 29th inst.

French (*Polynesian*) 30th inst.

American (*Hongkong Express*) 31st inst.

Canadian (*Athenian*) 5th prox.

American (*China*) 10th prox.

The O. & S. S. Co.'s s.s. *Galliv* with mails, &c., is due here to-morrow at 8 a.m.

The N. Y. K. s.s. *Kasuga Maru* (Australian Line) left Manila for this port yesterday, and is expected to arrive here on 28th inst.

The N. Y. K. s.s. *Awa Maru* (European Line) left Singapore for this port on 24th inst., and is expected to arrive here on 30th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.







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December 26th.

R. G. HECKFORD,  
MANAGER.



# The Hongkong Telegraph

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No 4430.

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### NOTICE.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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### DEATH.

SETNA.—On the evening of the 24th December, at his residence, Chandanwadi, Bombay, Mr. COOVERJEE BOMANJEE SETNA. Deeply regretted. (By telegram.)

## The Hongkong Telegraph

MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, DEC. 26, 1903.

### LEGISLATION NEEDED.

(19th December.)

In a purely commercial centre, like Hongkong, anything which may tend to facilitate shipping business must possess a certain amount of interest for at least a substantial portion of the community. We have, on several occasions, demonstrated the necessity of legislation being enacted to safeguard the interests of ship-owners and masters from the loss of money and time entailed by reason of the shipment of worthless hands, who obtain berths aboard at Hongkong, and desert whenever sufficient inducement is offered. Although we have one of the largest seaport trades in the world, little or no provision is made in this respect to protect the mercantile community, who certainly require and deserve protection. A few days ago the British steamer *Laertes* arrived from Saigon, and Captain Jackson reported that, when he reached the French port, the native crew, who had been shipped at Hongkong, deserted and left him to find substitutes as best he could. It was not until he had put himself to very great inconvenience and trouble that he was able to secure sufficient hands to enable him to have the steamer safely navigated to Hongkong. But his trouble did not cease

with his arrival in British waters, as when the ship was on the point of making the return journey several of the hands left the vessel, and hasty inquiries for other men had to be made in order that the sailing of the steamer might not be delayed. The case in question is one of the usual type only too frequent in these waters. This, surely, discloses the urgent necessity that exists for some sort of surveillance over the native crews, who find berths on British vessels in this port. Such a state of affairs should have been remedied long ago; for, whether regarded as a means of facilitating the loading or discharging of cargo, or of improving the conditions of navigation, the control of the shipment of native crews in the Colony is a step which requires the urgent attention of the local legislature.

### THE NEW TERRITORIES.

(21st December.)

By the completion of the survey of the two coastwise strips of land from Tai Lam Chung to Tsun Wan, and Lamma Island in the New Territory, one of the final difficulties in opening up the Concession to commercial enterprise has just been overcome. The formation of districts and sub-districts, and the appointment of committee-men who would be loyal and upright in all their dealings, were among the initial troubles attending the taking over of the Concession on April 17, 1899. In the four years and eight months which have passed since the British flag was hoisted, the greatest pessimist will be bound to admit that a colossal task has been undertaken, and the ground thoroughly paved for a residential resort where a thorough sense of security can be felt, as well as a field where the enterprising capitalist need no longer fear any betrayal of his confidence. Whatever may be said of the efforts of the last local administration—and there were many carping critics, who spoke unkindly of the steps put forward at the time of the acquisition—this much can be now stated, that the officials who were sent to labour in the New Territory can now see almost the realization of their wildest hopes, and their fears for the future development of the country must fade from the memory. Three hundred and seventy square miles of land, tenanted for the most part by a complete horde of brigands as wild in their purposes as the most bloodthirsty pirates of the West, have been practically subdued and brought under British dominion, while the land itself is, to a considerable extent, cleared from a chaotic condition to one promising hope of great commercial development. Forty-five thousand acres, or sixty-one square miles, of land brought under cultivation for a population of one hundred thousand, who over four years ago were writhing under the lash of the ever "squeezing" mandarin. With all the unmeasurable difficulties brought about by the physical configuration of the country an excellent road has been made eighteen miles across undulating land connecting Kowloon with Mirs Bay, and contributing to the pleasure of the citizen, as well as ensuring his immunity from attack at the hands of the ten thousand fighting Chinamen on the Canton Delta. All these, and many more, are the results of the labours of a few, who have fought with the deadly grip of malaria, and been the pioneers towards bringing about a healthy condition of things—no small factor in the opening up of the districts in the Far East. There is, however, a great deal more to be done, and with the completion of the contemplated road to Lai Chi Kok which will be a connecting link with Chin Wan, on the Castle Peak, and then round the Sha Pat Heung and Pat Yung valleys, the principal portions of the New Territory will be within easy access of Kowloon and Hongkong. There is need of further Government effort to assist the farmers in their endeavours to cultivate the land, and although the Land Court has done a great deal towards dissipating the general Celestial idea of grinding landlordism, there are many cultivators, especially at Min Wo and Tai O, who still feel the burden which necessarily attends the labours of the patient tiller of the soil. A more generous view could well be taken of the sugar industry, and despite the fact that the machinery imported by the Chinese was far superior to their primitive ideas, some other move might easily be made to encourage them in their work. The pine apple flourishes in the main because of the official attention which has been paid to it; a little more of that attention might well be directed towards the growing of succulent grasses for cattle grazing on the hill slopes which in time might render Hongkong independent of butcher "rings", and even the whole of the supplies of the West and

North Rivers. The revenue of the possession is increasing very favourably, and there is need of no ideas of pecuniary hopes blighted by blind faith. Even the fishermen, who last year paid one thousand dollars in revenue more than they did the previous year, would like a little more leniency, more especially as they contributed in a great measure to the suppression of piracy round the coast. The immeasurable resources of the New Territory should come for a great share of official attention, and notwithstanding that the Chinese Syndicate have neglected the silver mines at Lantau Island, there is abundant evidence of the mineral being such as would repay some outlay. The whole country is well worth attention, and capitalists will probably "go farther and fare worse" by directing their flow into other channels of industrial enterprise.

### THE CHINA SQUADRON.

(22nd December.)

It may not be generally known that the Admiralty have been urged to augment the British naval force in the Pacific by greatly increasing the strength of the fleet at Esquimaux, at Hongkong, and by the mobilization of a cruising squadron for the Far East. The appointment of Admiral Sir Gerard Noel to the China Station must shortly be followed by the decision of the Admiralty in regard to the incessant applications from Admiral Sir Cyprian Bridge, who is now hauling down his flag as Commander-in-Chief in these waters. His successor has served His Sovereign for over forty years and is a most able man in his profession and it is to be hoped that the Admiralty will carry out, without delay, any suggestion which he deems advisable to make for the protection of British influence in the Far East. In these waters at present Great Britain has four battleships (while another will shortly be joining the station), two modern armoured cruisers, eight protected cruisers and older armoured cruisers, six old cruisers, seven destroyers and six torpedo boats. Japan has six battleships, six modern and 17 protected and older armoured cruisers, four old cruisers, and a torpedo flotilla, comprising two catchers, 15 destroyers, and 58 torpedo boats. Russia's fleet consists of eight battleships, two modern armoured cruisers, ten protected cruisers and older armoured cruisers, two old cruisers, three catchers, 80 destroyers, and twelve torpedo boats. France is represented by a single battleship, a couple of modern armoured cruisers, five protected and older armoured cruisers, two destroyers and twelve torpedo boats. Such is the relative strength of the fleets in the Far East, and a correspondent in China, who is cognisant of all the facts in relation to the matter, aptly puts it: "If war comes suddenly and the requests of the Admiralty remain unknown and unanswered, what is to happen?"

### RUSSIA AND JAPAN.

(23rd December.)

There can be no possible doubt as to the acuteness of the present political situation in the North, and each wire that reaches us, either from home or from Japan, brings information to the effect that the tension is hourly growing, and may reach the breaking point at any instant. Owing to the many changes in the aspect of the situation since the beginning of the year, so that at one time war seemed certain and on the morrow those, that were supposed to know, declared that peace was assured, it is of interest to consider a retrospective summary of the events leading up to the present crisis, as it is given by one of our leading Eastern contemporaries, the *N. C. Daily News*: For nearly six months the Japanese Cabinet, its temper moderated by the efforts of the Elder Statesmen and its friends in Europe and America, has been endeavouring to get Russia to come to terms, and during the whole of this period Russia has been straining every nerve to augment her military and naval strength in the Far East, and to ensure the assistance, or at any rate the benevolent neutrality, of France and Germany. Nearly two months ago, Mr. Kurino, the Japanese Minister, presented his country's irreducible minimum to the Russian Government, whose reply was only received in Tokio a week ago, Russia's preparations for war continuing all the time. The reply is entirely unsatisfactory for "to make partial concessions is futile; and an enduring settlement of the Manchurian question is necessary." The only hope is now that the Czar's sincere love of peace, and the consciousness of the Russian Ministers of the danger to Russia in her present unsettled internal condition, of a possible reverse, may persuade the Russian Government to give way at last. Meanwhile, Japan has not been idle. Her

army and navy are ready, and readiness in Japan means perfection to the smallest detail. Her ally, England, has made an incidental diversion by her inevitable expedition to Lhasa; and, a much more important point, Japan has succeeded, as it seems from the news from the North, in bringing China over to her side. The educated Chinese generally took little or no interest in the war between China and Japan, but they seem, curiously enough, to be even more interested than the Manchus themselves in recovering Manchuria from the grasp of Russia. The existing uncertainty cannot continue for long and (as the *Japan Times* states) the Japanese Nation "now unanimously demands to be speedily relieved of this intolerable suspense to which it has been subjected during these long and weary months." There can be no doubt that the very existence of the Empire of Nihon will depend on the results of its struggle with the Colossus of the North. That the sympathy of the majority of the British Nation will be with the smaller of the contending parties there is not the slightest doubt, and all Englishmen will look towards our own Government to uphold by its attitude our most cherished traditions, by staunchly affording all moral support to our ally, awaiting the necessity of our actual intervention.

### OUR FOOD SUPPLY.

(24th December.)

Commercial circles in Hongkong will be interested to learn that a Celestial syndicate is in course of formation for the importation of Shorthorn bulls, for stud purposes, in the New Territory. The step is the outcome of a Government report on the condition of the pasture land on the hilly slopes beyond Kowloon. The move is one of no mean importance, as it is likely to improve the well-being of the European inhabitants of the Colony. The food supply has always been a burning question, and one upon which there has been much diversity of opinion. Vegetarians have held that there is danger in greenstuffs in consequence of Chinese methods of cultivation, and others have looked to rice as the principal cereal for the table. There have been many who have expressed an opinion that, in the event of hostilities, both Hongkong and the mainland could be cut off with, practically, no source of supply; and others have urged that the Government should do something towards perfecting the virtualising of its subjects. The general cry—even at this time when the bountiful hand is held forth in every direction—is, "The price of food has again increased." It is the complaint of the hour, and one which is voiced in many a petition to the authorities for better pay, and a more liberal consideration for services rendered. The contemplated effort to import English cattle is not altogether new, but it opens up a tremendous thought for those who are interested in the welfare of the Colony. There are now over two thousand head of cattle in the Colony, the best portion of which are for export to Manila. Four or five steamers leave every week for the Philippines with their live freights, carrying away absolutely the pick of the market. There are over one hundred head kept in reserve for troops, inclusive of the naval supplies. From the West and North rivers the importations are increasing, and with the steady growth of the population, the meat supply must always form a special item of trade interest. Cattle dealers have not always been successful in their undertakings here, and there have been many reasons why herds have not flourished. Pasture land requires considerable cultivation, and where it has been undertaken by those who are, so to speak, indigenous to the soil, it has almost always turned out fruitless. The Celestial is a born cultivator, and now that the New Territories are becoming to be regarded in more than the light of "A White Elephant," the enterprising syndicate should receive the most liberal consideration in any application they might have to make to the Government for the furtherance of their efforts.

### THE SIAMESE QUESTION.

Though there are doubts as to the exactitude of the reports contained in many of the latest home papers, concerning an impending rupture of the diplomatic negotiations between France and Siam—and little faith can be placed in a recent announcement that the authorities in Indo-China are massing troops at Chantabom—it is nevertheless certain that the vexed question of the ownership of the right bank of the Mekong River is likely to lead to serious complications in the near future. An attempt was made last year, by Mr. Delcassé, to revise the Treaty of

October 3rd, 1893, by which the Siamese Government renounced all pretensions to the left bank of the river and the whole of the different islands. A new treaty was drafted which met with the approval of the statesmen of both countries, but the Chamber of Deputies, influenced by the French Colonial Party, at whose head is M. Doumer, the former Governor-General of Indo-China, refused to ratify the terms of the new agreement. Desirous of gaining time, and to avoid the defeat of the Ministry on a question of secondary importance, M. Delcassé announced that the discussion on the question would be delayed until December this year, the treaty of 1893 remaining the *modus vivendi* in the meanwhile. The Colonial Party in Paris claim that, not only the right bank of the Mekong should come under the administration of France, but that the territories, of which Korat and Bussak are the principal towns, should also be added to the possessions of the Republic. Their plea is that the country was formerly wrested by the Siamese from Cambodia, now a French protectorate. It is certain that in the negotiations, now going on between the Quai d'Orsay and the Siamese Plenipotentiary, have as their main object the discovery of a "middle way," likely to be acceptable to the progressive colonials in the French Chamber and capable of nursing the susceptibilities of national sentiment in Siam. However, it is just possible that, profiting by the gravity of the crisis in the north, France's statesmen might judge the moment opportune to seize and occupy, *manu militari*, the contested territories.

### CHRISTMASIDE.

The return of another Christmas recalls the memories of the past. Bitter though they may sometimes be, when looking through the vista, we can generally bring to mind some brighter souvenir giving to our sombre regrets a certain sweetness. To-day, the spirit of that "Peace on Earth" has as much force as it did when it went forth from the manger at Bethlehem. It lingers in our memories with the vitality of old, unwarred by time, infusing in our sentiments a desire for good-will towards our fellow men. Now comes to us the return of our former hopes and aspirations, and we cast to the four winds all the recriminations of the past twelve months. We, in the Far East, should specially feel this season of goodwill, being for the most part exiles from the Motherland—the objects of our cherished affections, and our ties of boyhood friendships afar and overseas. Yet can we find some compensation in the assurance that in the Homeland the absent ones are not forgotten, and in extending our good wishes to those, who like ourselves, are fighting life's battles in this distant corner of our Empire. Whole hearted is our wish and cordial our desire that each and every one of our readers will pass

"A MERRY XMAS."

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

WAR IMPENDING.

GRAVE DISCUSSION.

ULTIMATUM SUGGESTED.

(From Our Own Correspondent.)

LONDON, 18th December.

6.55 p.m.

Your London correspondent is informed in Paris, by a very reliable authority, that there may be a delay of several days before Japan's reply to the Russian note is handed over, as a grave discussion is taking place regarding a suggestion to word the reply in the form of an ultimatum.

The outlook is regarded as most ominous.

N. Y. K. Steamer Stranded.

PASSENGERS SAFE.

(From Our Own Correspondent.)

Kobe, 21st December.

2.10 p.m.

The Nippon Yusen Kaisha coasting steamer *Shinagawa Maru*, of 1,344 tons, which plies between Yokohama and Yokkaichi, was stranded yesterday, off Onmuyesaki, near Yokohama. The passengers were saved.

### FINANCIAL RETURNS.

The financial returns for the period, January 1st to October 31, 1903, are published in the *Gazette*. The actual revenue during the ten months was \$3,802,432.63, as against \$3,435,557.29 for the same period of the preceding year. To this has to be added revenue derived from land sales, totalling \$499,236.26 as against \$73,342.27 collected during the same period of the preceding year. The total increase under the various items in revenue was \$831,092.06, and the only decrease, miscellaneous receipts is \$35,322.73. The expenditure for the ten months under review, was \$4,380,905.30 as against \$4,854,451.56. The total increases amounted to \$678,245.52 against which is a total decrease under various headings, of \$1,526,601.78, including \$191,364.25, Public Works, extraordinary, \$629,900.28, miscellaneous services, and \$324,267.60, Public Works, recurrent. On the 31st October there was a total balance in hand of \$374,418.25, \$350,875.54 being in Hongkong and \$23,542.31 with the Crown Agents.

### INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

HALL AT THE CITY HALL.

Thanks to the generous and cordial hospitality of the engineers and shipbuilders of Hongkong, volantes of Terpsichore and her satellites missed a most enjoyable evening at the City Hall on 18th inst. Members of the profession in which mechanics play the leading role are, like their brethren of the other liberal arts—the artist, musician, the penman and others—of a decidedly democratic temperament, so that at these, of which they are the organisers, one is always assured of finding that pervading spirit of good-fellowship so necessary to the complete success of social gatherings of this kind. The large hall was tastefully decorated, as were also the adjoining salons, supper-room, corridors and bar, and compliments are due to Mr. H. C. Richardson for the able manner in which he supervised this important branch of the preparations. Unstinted praise should be accorded to the courteous and indefatigable hon. secretary, Mr. J. T. Miller, to whom Pressmen, in particular, can accord a hearty vote of thanks for his unflinching attention. The M.C.s, Messrs. J. Murphy, J. Lambert, R.N.R., and the jovial Vice-President, Mr. W. C. Jack, splendidly maintained the proud tradition of the Institution, as appropriately worded in the motto on its device—*Ubiqum*—for, indeed, they were here, there and everywhere, unflinching, from start to finish in their attention to the numerous guests of the evening. The attendance, as usual, was a crowded one, the space available proving almost too small for the requirements of the crowded gathering. Dancing was kept up till the small hours to the strains of the excellent band of the Sherwood Foresters, present by kind permission of the Colonel and officers of that regiment. The President, Mr. D. McDonald, and the members of the Institution of Engineers and Shipbuilders of Hongkong, are to be congratulated on the brilliant success of this enjoyable gathering.

### SUICIDE IN A HOTEL.

Mr. S. J. Reubens was found dead in bed at the Waverley Hotel, on Monday morning. At the Magistracy this afternoon, before Mr. Sercombe Smith, an inquiry was held into the cause of death. Dr. Hunter gave evidence to the effect that he had made a *post mortem* examination of the deceased, and found that the cause of death was carbolic acid poisoning. Evidence was taken as to the finding of the body of deceased on the bed in his room, and a European police constable, who was called into the Waverley Hotel, stated that he found deceased lying dead on the bed. The room was in great disorder, many papers being littered about. A tumbler, containing a quantity of carbolic acid, was on the table. Witness spoke regarding the removal of the body and the investigation of the room by Sergeant Sullivan. He found some letters on the table, one of these was opened; the other two sealed. One letter was addressed to J. Benjamin, Esq. This gentleman was in Court and the letter was now handed to him by the Magistrate. After reading the contents he passed it over to Mr. Sercombe Smith. Another letter, addressed to the Jewish synagogue, was opened by Mr. Silas, a member of the Committee. The letter was in Hebrew. Mr. Silas said that deceased wrote that owing to his strained financial situation he had decided on taking his life. He asked pardon of the Jewish community for committing this act. The boys of the Hotel gave evidence concerning the conduct of deceased, which, on the evening preceding his death, was not in any way abnormal. The Magistrate's decision was that death was due to carbolic acid poisoning, and that the poison was self-administered.

### TURF TOPICS.

Twelve subscription China pony griffins, being the fourth batch from Shanghai, arrived per the s.s. *Kwong Sang* on Thursday, and were drawn for in the afternoon in the presence of a large concourse of local sporting men. Among those noticed were Sir Paul Chater, Major Radcliffe, Messrs. Butler, Macdonald, Clarke, Hart Buck, Kadoorie, Michael, Brutton, J. H. Lewis, and his partner, H. P. White, who arrived in the Colony by the German mail looking as fit as ever. The result of the drawing was as follows:

Nos. 56 and 57—J. H. Lewis. Made good running at Shanghai, and are regarded as the best of the batch in time trials.

No. 58—W. E. Gray.  
" 59—E. Kadonnie.  
" 60—J. H. Lewis.  
" 61—Major Radcliffe. The slowest pony on trial, but a fine looking animal, and a thorough racer.  
" 62—Major Radcliffe.  
" 63—Macdonald.  
" 64—W. E. Gray.  
" 65—H. N. Mody.  
" 66—E. H. Hinds.  
" 69—Morgan Phillips.

Eight animals, expected by the next boat, will complete the lot of ponies from Shanghai. The *Kwong Sang* also brought a number of Derby griffins and other crack ponies, including those Derby griffins for Mr. Mody; two for Mr. Kadonnie; one for Ewas, also the famous racers, *Sir Polka*, *Rajah*; one Derby for Mr. J. H. Lewis, together with his old ponies, *Mineral* and *Starling*, and others in charge of the trainer, Mr. Curran; and one Derby pony for Mr. Simpson.



## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on Wednesday in the Council Chamber. Present: His Excellency the Officer Administering the Government, Mr. H. May, C.M.G., I.E.C., Major-General Villiers Hall, C.B. (Officer Commanding the Garrison), Hon. A. M. Thomson, (Acting Colonial Secretary), Hon. Sir Henry Spencer St. John, Kt. (Attorney-General), L. A. M. Johnston (Acting Colonial Treasurer), Hon. Basil Taylor, Kt. (Acting Harbour Master), Hon. W. Chatam, (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Wei Yuk, Hon. Gershom Stewart, Hon. H. E. Pollock, K.C. and Mr. R. F. Johnston (Acting Clerk of Council).

The minutes of the previous meeting were read and confirmed.

**FINANCIAL.**  
The Acting Colonial Secretary laid on the table Financial Minute No. 66 and moved that it be referred to the Finance Committee.

The Acting Colonial Treasurer seconded, and the motion was carried.

**PAPERS.**  
The Acting Colonial Secretary laid on the table a report of work done by the plague staff from 22nd August to 6th November, 1903; a preliminary report on a cattle disease in the Colony; and the following statement under the Public Health and Buildings Amendment Ordinance—

**DEFINITION OF "EXTERNAL AIR" RECOMMENDED BY THE SANITARY BOARD.**

Section 6, Sub-section 26, "External air" means the clear and unobstructed open air of—(1.) any street in front of an existing building which is not less than 8 feet in width throughout; (2.) any street in front of a building hereafter erected which is not less than 13 feet in width throughout; (3.) any open space in the rear of any building which is not less than 1 foot in width throughout; (4.) Any open space at the side of any existing building which either—(a.) extends continuously along the side of such building and has a continuous width of at least eight feet in every part; or else, (b.) extends continuously along three-fifths of the side of such building and has a continuous width of at least twelve feet in every part of such three-fifths.

For the purpose of measuring the width of such street or space, a straight line shall be drawn from and at right angles to the external surface of the front, back or side wall as the case may be, or, in the event of any structure projecting from such wall from and at right angles to the outermost portion of such projecting structure exclusive of any cornice or eaves gutters.

**STATEMENT SHOWING THE VOTING ON EACH PARAGRAPH OF THE DEFINITION.**

Paragraph (1).—*For*: Mr. Lau Chai Pak, Mr. Pollock, Mr. Runjinh, and Mr. Hewett.

*Against*: The President, The Vice-President, and Colonel Webb.

Paragraph (2).—Carried unanimously.

Paragraph (3).—*For*: The President, The Vice-President, Colonel Webb, Mr. Pollock, and Mr. Hewett.

*Against*: Mr. Runjinh, and Mr. Lau Chai Pak.

Paragraph (4). (i) and (ii).—*For*: The President, Mr. Lau Chai Pak, Colonel Webb, Mr. Pollock, Mr. Runjinh, and Mr. Hewett.

*Against*: The Vice-President. The Board was unanimously in favour of the succeeding paragraphs.

The Acting Colonial Secretary said the statement would obviate the necessity of the hon. member for the Chamber of Commerce putting his resolution.

**EXTERNAL AIR.**

Standing in the Hon. Pollock's name was the following motion:—That the Government do obtain from the Secretary of the Sanitary Board, and lay upon the table, for the information of the Legislative Council, the recommendation which was made by the majority of the Sanitary Board as to the definition of "external air," and the names of the members forming such majority. He said he would like to address the Council on the motion, and explained that the reason he made it was that the Attorney-General stated in the objects and reasons attached to the Public Health and Buildings Amendment Ordinance, and also, if correctly reported, according to the newspapers, that on the second reading of the bill on the 7th December, that the definition of "external air" was in substitution of the Sanitary Board's recommendation. Doubtless, he made the statement in all good faith, and under an erroneous impression; but he (the speaker) maintained that the hon. D. P. W., who was a member of the Board and who was present at the deliberations of that body, at which, after great difficulty and spending several hours on the subject, a definition of "external air" was arrived at. He complained that the hon. D. P. W. did not get up and move the misapprehension which must have been caused in the minds of those present at the Council meeting by the statement made by the Attorney-General. The question had formed the subject of very anxious deliberation at several meetings of the Board; and it was a very difficult point indeed for members to decide. Ultimately they arrived at a definition of "external air," and it was submitted in due course to the Council; but was absolutely and entirely different to that appearing in the Public Health and Buildings Amendment Ordinance. Therefore, it seemed to have the definition was passed through Council and had come into law under an erroneous impression as to what the Sanitary Board recommended. He hoped that when the question of amendments to the Ordinance came up, as it was sure to do, H. E. would allow the question of the definition of "external air" to be treated as an open one. He did not, of course, complain of the fact that the D. P. W. thought that another definition of "external air" to that passed by the Board was advisable; for he had a perfect right to his opinion in that respect; but that, being the only member present at the Council who could have stated from his own personal knowledge exactly what decision was arrived at and what definition was agreed upon by a majority of the members of the Board, did not get up and explain what that decision was.

The Attorney-General pointed out that as a paper, containing the information respecting the details of the Sanitary Board's suggestion, had been laid upon the table, all that could be obtained by the resolution had been attained. He submitted that had the hon. member been present at the meeting of the Council at the time that the definition was brought forward, he would not have given expression to his remarks that afternoon, because from nothing appearing in the objects and reasons appended to the Ordinance, was the Hon. Pollock warranted in saying the definition proposed was in substitution of that submitted to the Government after consideration by the Sanitary Board. He drew the attention of the Council to the printed objects and reasons which, in paragraph 3, stated, "In order to give effect to the Board's recommendations a new definition of the expression 'external air' is submitted to Council." The Sanitary Board was not the only body which brought under the notice of the Government the necessity for considering a new definition of the expression "external air."

They made the recommendation; others made it, and the recommendation of each was duly and properly considered. The recommendation was to make a new amendment, and to bind the Government hand and foot and tie the House down to pass an expression of the Sanitary Board in regard to the definition. At the meeting of the Council, on the 7th inst., he pointed out that the greatest difficulty the Government had in preparing the Bill for presentation to the Council was to get a definition of the expression "external air" which would be capable of being given effect to. The amendment of the present existing definition was made on the recommendation of the Sanitary Board, but not in their words. They reported that at present the definition rendered it almost impossible to give effect to the real intention of the Ordinance with respect to the proper amount of light and air that should be admitted into rooms. A new definition, therefore, would be submitted for the consideration of the Council which he believed would be found to at last achieve the difficulty of exactly saying what was meant by "external air." Where was there a way asking the House to adopt a definition which had the sanction of the Sanitary Board and was in substance that which they had recommended. He regretted that framing the objects and reasons he did not make it abundantly clear by reiteration; but he did not feel it necessary to say anything more than he did say.

Hon. Pollock thought that, with all due deference to the Attorney-General, the inference drawn from his language on the last occasion was the inference nine people out of ten would have drawn. Regarding the remark about not having given effect to the Board's recommendation by the definition inserted in the Bill, hon. members would see by comparing the Ordinance as passed into law with the recommendation of the Sanitary Board that they were absolutely and entirely different in substance one from the other. It was not a question of whether the exact language, words, expression, or phrase of the majority of the members of the Sanitary Board was adopted; there was a complete divergence in substance.

H. E. regretted very much any misunderstanding in the matter, and thought he might perhaps assist to a better understanding of the question if he stated briefly the policy that the Government had followed and intended to follow in future in regard to amending the Public Health and Buildings Ordinance. When that very voluminous measure was passed the Government practically undertook that for some years to come it would not introduce any fresh sanitary legislation if it could possibly avoid doing so. Therefore, in the amending Bill, passed by Council, at the last meeting, only such amendments were absolutely necessary were made in the principal Ordinance. The amendment of the definition "external air" took the form of merely verbal alteration of the original definition which was found in the principal Ordinance. That definition had not been found to be unworkable, and it was not anticipated that it would be found unworkable, because the principal Ordinance gave the Governor-in-Council absolute discretion of granting exemptions for buildings which did not comply as regards external air with the definition in the Ordinance. Therefore, the Governor-in-Council could really allow anything at all to be regarded as external air. The amendment of the definition must not be taken to indicate that the Government was taking up a different position from that which it took up when it passed the principal Ordinance. Every application for exemption from the provisions of the Ordinance regarding external air would receive the just and impartial consideration of the Governor-in-Council, and he assured hon. members that the mere fact of the definition having been amended was merely to make clearer the meaning that the Government had in its mind when the principal Ordinance was passed. It did not indicate a change of policy, and the community and members of Council might rest assured that no hardship would be imposed under the amending Ordinance that would not have been imposed under the principal Ordinance. The position practically remained precisely the same as it was under the principal Ordinance. He took it the hon. member withdrew his motion.

Hon. Pollock:—No, sir, I think must leave my motion formally on the records. I should like, with your Excellency's permission, to mention one point.

H. E.:—I am afraid you are out of order. You have spoken twice.

Hon. Pollock:—I think, sir, I might explain here now. It will only involve my writing to the newspapers to explain. There was no omission on my part.

H. E.:—The motion can stand in your name.

The Attorney-General:—You have got what you asked for.

**A PUBLIC NUISANCE.**

The Hon. Pollock asked the following question, of which he had given notice:—Does the Government propose to take any, and if so, what steps to prevent the public latrine near the No. 3 Police Station from continuing to be a nuisance to persons passing along the Queen's Road East?

The Government had already taken steps to remove the cause of the complaints made. The door at Queen's Road end has been permanently closed and the side windows have also been permanently closed. A ventilating shaft with an electric exhaust fan has been installed.

**WORK ON THE PRAYA.**

He also asked: What is the object of raising the roadway of the Praya East? Who is paying the cost of such work?

The Acting Colonial Secretary replied:—Before the Praya East Reclamation can be taken in hand the existing Praya roadway must be raised so as to enable the drains and sewers to be brought up to such a level that they can be extended out to the new Praya front. If the electric tramway lines were laid along the existing Praya public would be put to great inconvenience later on, as the tramway traffic would seriously interfere with the raising of the roadway and the relaying of the lines. The cost of the work, which is being done under contract, is debited to an advance account and will be recovered in due course from the new Praya Reclamation Fund when that Fund is established. A vote was taken for the work on the 10th August last.

**THE RIDER MAIN SYSTEM.**

Hon. Pollock asked the Hon. D. P. W.:—Have any, and if so, what steps been taken by your Department in connection with the introduction of the Rider Main system into the City of Victoria? By what date do you anticipate that the Rider Main System will be in proper working order throughout the City of Victoria? What grounds have you for that anticipation?

The D. P. W. replied:—The necessary materials for the work and staff to supervise it have been requisitioned from England. I anticipate that the work will be completed in about two and-a-half years from now. This is merely an estimate; there are no grounds to go upon.

**PAYMENT OF COUNSELLOR'S FEES.**

The Attorney-General moved the second reading of the Bill entitled an Ordinance to provide for Payment of Counselor's Fees by the

losing party in certain cases in which the Attorney-General appears as Counsel.

The Council went into Committee on the Bill entitled an Ordinance to provide for the Recovery of Charges incurred by the Colony on account of certain undesirable persons introduced into the Colony.

On the proposition of the Attorney-General discussion on the bill was postponed, to allow of the examination of certain objections formulated by the Hon. H. E. Pollock.

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**FINANCE COMMITTEE.**

A meeting of the Finance Committee was held immediately after the Council, Hon. A. M. Thomson, Acting Colonial Secretary, presiding.

The following vote was submitted and the Committee agreed to recommend that it be adopted by the Council:—

**PUBLIC WORKS EXTRAORDINARY.**

A sum of \$25,000 in aid of the vote Public Works, Extraordinary, under the following items:

1. Resumption of Kowloon Inland Lots 101 to 105, ... \$24,000

2. Resumption of strip of Kowloon Inland Lot 107, ... 2,500

Total, ... \$26,500

**THE CHINA ASSOCIATION.**

**ANNUAL DINNER.**

We take the following from the *L. & C. Express*:—

The usual annual dinner of the China Association—known as the China Dinner—was held at the Whitehall Rooms of the Hotel Metropole on 17th ult. The master made a total of about 200 guests, just a few under the record number attained at the gathering last year. The president of the Association for the year is Sir Alfred Dent, K.C.M.G., who was in the chair. Behind the president's chair a group of flags was displayed, comprising the Union Jack, flanked on either side by the Japanese naval ensign and the Italian national flag. An innovation was made on the present occasion by the introduction of music—instrumental and vocal. After each toast and reply a ballad, glee or air was rendered. Each was brief so that no great inroad on the time was made—an important point at such gatherings, where so many have necessarily to catch trains and yet have so many matters to move to friends and cronies whom it is frequently only possible to meet at such gatherings.

**THE LOYAL TOASTS.**

The Chairman, in proposing "The King," said the nation had viewed with pride and satisfaction the cordial welcome given to His Majesty during his tour on the Continent, and it was with equal pride and satisfaction that they knew His Majesty was now entertaining at Windsor a Royal guest—an illustrious representative of one of the three Mediterranean naval Powers. (Cheers.)

The toast was loyally acknowledged.

The Chairman, in proposing the toast of "The Queen, the Prince and Princess of Wales and the Rest of the Royal Family," said that they were so glad to see that no words of his were needed to commend the toast to those present. With regard to the Prince and Princess of Wales, he reminded them of the very great advantages which had resulted from the tour which their Royal Highnesses made to the Colonies, and in this connection he would recall the words which his Royal Highness, used at the Guildhall on his return to England, and which have some special significance now; he said that "the Old Country must wake up if he intends to maintain her old position of pre-eminence in her Colonial trade against foreign competitors."

**THE IMPERIAL FORCES OF THE CROWN.**

Mr. Wm. Keswick, M.P.: I am asked to propose a toast which is rightly placed immediately after the toast of the Royal Family. The toast is "The Imperial Forces of the Crown." Gentlemen, these forces are the material expression of the power of our Empire, it is in them our strength lies, and the possessions which we now hold in the Orient that we are so entitled to them. Our Navy goes wherever the waves flow on which it can float; it prepares the way, and our armies follow on whenever they are demanded. These forces, combined with those of our Colonies, represent what we believe to be the civilising influences of the Western nations. (Hear, hear.) We have with us to-night Admiral Seymour—(applause)—whose great achievements in Northern China have been the admiration of everyone, and we have also as representing our Army Colonel Crawford, who, I believe, is one of those gifted men whose special knowledge has been retained in the service of the country. It is a great feature that we have power to send forces to establish our rule and preserve the commerce which our forefathers opened up and we now find the protection which our Army and Navy afford us. Gentlemen, these are the names which I associate with the toast of the Imperial Forces of the Crown.

Admiral Seymour, in rising to respond, amid great applause, said: I derive much pleasure to return you, on the part of the Navy, our hearty thanks for the very cordial manner in which this toast has been proposed by you in connection with the Imperial Forces of the Crown. Last year also, I had the honour of responding here for the Navy. It is a special pleasure for me as well as an honour, as it recalls my work in China, and the very kind way in which I was assisted by my fellow countrymen here. It is also interesting to me on account of the necessary connection which exists in China between the sea-power of this country and our politics in that land. As regards the Navy, it has increased steadily, so much so that this year the Navy estimates are larger than they have ever been before, even in time of war. I think there is reason to believe that the authorities are coming to the conclusion that we should build a type of battleship superior to what we have done before, but not to increase the size of ships or the personnel—especially the latter. The future should be devoted to improvements in torpedoes and submarine boats, as it is not good to put too many eggs into one basket. I imagine that there is no one in this room who does not weigh over the question of the Far East and Japan, and as I am a sort of official at this moment, I must say much about it. But I will say that the evacuation of Manchuria by Russia, hardly though we are told this upon Russian authority. (Laughter.) As regards Japan the position of Korea is of vital importance, and I do not think we can blame Japan for taking steps in the matter. It appears to me pretty evident that a war must take place sooner or later upon the question of Korea. I do not think it will take place yet, principally because each Power desires to put the onus of doing so on the shoulders of the other, but the question is so great and

important that I shall not venture to speak about it. When I went out to China as Admiral I looked about me and observed that the idea was of "sphere of influence"; after a time I asked myself what was a "sphere of influence," and I concluded that a "sphere of influence" meant a "sphere of influence" for that particular nation, and nobody else. (Laughter.) I changed my idea to that of "the open door," and am still an advocate of that policy. I believe in the Japanisation of China because I believe it will lead to the integrity of China for the whole of the world. I think this will be a long time in accomplishment, but it may be a meek to the world. It may not be in our time, and I think we can only work for ourselves, and the immediate succeeding generation. Gentlemen, I must not detain you longer. I wish to congratulate my China friends on the appointment of an excellent and distinguished officer, now at this table, to succeed our present very able Commander-in-Chief there. The interests of China are always paramount in my mind. To be here this evening is a pleasure, because I am delighted to find myself associated with my China friends and with those whose lives and interests are cast in the Far East. (Prolonged applause.)

Colonel Crawford: I have not very much to say, but would like to make the remark that during the five years which I passed in China one learned the difference between one "old custom" and modern improvement. I remember going to a Chinese town and having to inspect the Chinese artillery. The guns were there which were left when the place was evacuated by us in 1860. They were drawn up for inspection, with a Chinaman in charge, and his words of command were given in broad Irish. When we left the guns we left also an Irish instructor. These guns were, of course, obsolete and out of date. I happened to go soon after that to Japan, where the people have jumped rapidly into modern improvements, so that when the China-Japanese war took place, one knew pretty well what was going to happen. With regard to the British Army, for which I have a great respect, having been in it myself for close upon half a century, I can say this: The British soldier is the pioneer of the merchant, and he has to act in advance by establishing law and order, and then commercial enterprise begins. (Laughter and cheers.) If you want to keep up an efficient Army you must pay the piper. There is a good deal in the old adage, "Si vis pacem para bellum," and if you want to keep up the Army and Navy efficiently, the truest economy is to pay the piper and plunk down the dollars. (Applause.)

**PROSPERITY TO THE CHINA ASSOCIATION.**

The President, who on rising to speak was greeted with much applause, said: My Lord and gentlemen, I have now the honour to propose to you the toast of the evening, "The China Association." (Long and hearty applause.) I must first thank you for the great honour you have done me in electing me as your President for the present year. We have had many distinguished presidents who had presided at this table before, and the ideal president to my mind should be, as hitherto either one of those distinguished officials who from the nature of his appointment has acquired a full knowledge of all our interests in both China and Japan, or else a representative of one of the large mercantile shipping concerns, who by reason of their large business operations at all the ports are in constant touch and sympathy with all the British interests therein. (Applause.) We have been fortunate in securing many Presidents to answer such a description; and, whatever my shortcomings may be, we can rejoice in knowing that we have members on our roll who are available to maintain in the future the reputation that our Presidents have so fully established in the past. As it was my good fortune to have something to do with the inception of the Association in 1888, I might be tempted to review of all that the Association has done during these past 15 years; but a glance at the Minute Book of our committee, and at the voluminous reports that have been issued to members under the imprimatur of our hon. secretary, would tell him more than I could say. I will venture to call this—what I would regard as it would you, that it would be impossible to make any such review on the present occasion. During those comparatively few years much, however, has happened in China, and new problems of vast importance have arisen to be dealt with by the Celestial Empire and by those interested in her trade and welfare. Forgetting nothing that is old and learning nothing that is new, China has emerged from a crushing defeat at the hands of Japan, of her Army, of her Navy, and of her antique maxims and ideas to incur new difficulties and new financial embarrassments in consequence of her recent outrageous attack upon the Legations in Peking. By so doing she has needlessly incurred a debt, the service of which may alienate the whole of her Customs Revenue for many years to come. She also faces additional complications with the territorial aggrandisement of other Powers. Our statesmen indeed seem to have avoided territorial aggrandisement as much as possible, and I have no doubt they had very good reasons for doing so, but it is amusing, in face of what other Powers have done, to find it recorded that we gave up our occupation of Chusan so as not to humiliate China, or to wound the susceptibilities of France; and that we hauled down our flag at Port Hamilton, returning those three little islands to Korea, in deference to the feelings of Russia, who gave at this juncture "a most explicit guarantee, distinctly declaring she would not occupy Korean territory." I might quote other instances to indicate that in the matter of territorial acquisition at all events we have not added much to our visible prestige in the Far East, but any loss of influence that we have incurred on that account we trust to find more imaginary than real. And we hope also to find, as time goes on, that our commercial interests at least have been safeguarded, and that, if we have retired from the competition for spheres of influence, we shall at all events find that the "open door" and "equal opportunity" have been secured for the trade of the British Empire and for the world at large. We have to congratulate, in the meantime, Sir James Mackay and ourselves on the ratification of his treaty, and we hope, when it comes into full force, that it will form a basis for that commercial and administrative reform which we are all most sincerely looking forward to. We regret, however, that no Commission has yet been appointed for the Conservancy of the Huang River, which all people in Shanghai have much heart, and we are, as I am sure, awaiting answers to our questions as to what new methods of procedure the Chinese authorities intend to adopt generally as regards the

river, and especially as regards the proposed Commission for the Huang River, which Mr. Gundry dealt with so exhaustively in his memorandum of November, 1897, we do hope to see it eventually abolished, together with all its satellites, when other Powers have concluded their treaty negotiations. We also hope to see the matter of Currency Reform pressed forward, and if any edict is to be issued in that direction, we must hope that it will not prove abortive like the edict of 1887, when the Empress Regent ordered that the copper "cash" coinage should be promptly reorganised. We are glad to find that His Excellency Sir Ernest Salow and Sir Pelham Warren are again at their posts, and we are glad to see good wishes and hospitality of the Association. In connection with this treaty I am sure you will all approve the telegram which we sent to Sir Charles Dudgeon, the esteemed chairman of the Association in Shanghai, congratulating him when we learned that his services had been recognised at the hands of His Majesty. (Applause.) The sympathies of the Association with the reform movement have always been so frankly expressed that I should be guilty of an omission if I failed to express our gratification on ascertaining that His Majesty's Government had refused to surrender those men who are awaiting their trial at Shanghai to the unrestrained barbarity of which the Court in Peking has proved itself capable in similar cases. Some three years ago we addressed two letters to Lord Salisbury under very similar circumstances as to the vindictive and reactionary policy of those in authority in Peking, and the words which we used then you will find very applicable now. As regards our proceedings generally during the last twelve months, there is very little to add to the report which was issued to the members in March last, and an interim report on the present occasion has been thought unnecessary. I will not detain you with any comments on the political situation between Russia and Japan, which has already been dealt with by our friend Admiral Seymour.

We can but hope that though Russia and Japan stand out as protagonists of varying interests, that they will be reconciled to each other in a peaceful manner. If the advent of the Siberian Railway has been productive so far chiefly of disturbance, let us anticipate a time when that magnificent highway will be used for the purpose of carrying commodities and merchandise rather than for the transport of troops and stores. (Applause.) The progress which has been made with the railway concessions throughout China is a matter of first importance to the country, and we can but regret that our share in these railway concessions is so moderate as compared with the State-aided projects of other Power. The completion of the various schemes must bring about many vast changes in the internal administration of China, and it is satisfactory to know that the Chinese, as a race, are so ready to welcome these changes. We all know what Japan has done, and Peking, since she adopted modern ideas, and if China, with ten times her population, should follow her example, and develop her resources in the same way and at the same pace, it seems probable that before long we may have a great competitor for the trade of the world, both on land and sea; and Chinese patriotic statesmen may yet come to the front with a desire and determination to assert the dormant strength of their empire in other ways than trade. This is a matter, however, which I will leave to your president of a future generation to deal with. I have now, my Lord and gentlemen, much pleasure in asking you to give a cordial reception to the toast of "Prosperity to the China Association." (Prolonged applause.)

**OUR GUESTS.**

Sir Thomas Sutherland: A very simple, a very easy, and very agreeable duty falls to my share to-night. In rising to propose the toast of "Our Guests" I can best describe my feelings by saying that I have been somewhat perplexed and embarrassed in mind by observing that this toast is to be followed by a song in reference to "Evening's Twilight." (Laughter.) I sincerely hope, however, our guests to-night have no reference whatever to the twilight of modern ideas, and if China, with ten times her population, should follow her example, and develop her resources in the same way and at the same pace, it seems probable that before long we may have a great competitor for the trade of the world, both on land and sea; and Chinese patriotic statesmen may yet come to the front with a desire and determination to assert the dormant strength of their empire in other ways than trade. This is a matter, however, which I will leave to your president of a future generation to deal with. I have now, my Lord and gentlemen, much pleasure in asking you to give a cordial reception to the toast of "Prosperity to the China Association." (Prolonged applause.)

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## THE ARTHUR HILL.

## WORLD'S ENTERTAINERS.

The opening performance of the short season to be given in Hongkong by the Arthur Hill Company of Vaudeville Stars, attracted many people to the Theatre Royal on Wednesday, where a very enjoyable entertainment was witnessed. The company is by no means a large one, but what there is of it is of the best and there is no doubt it is one of the strongest combinations of its kind that has been seen in Hongkong for some time. Leonard Nelson, who styles himself a plain comedian "poor, proud and particular," is one of the principal artists in the company, and is a world of solid amusement, contributing largely to the success of the entertainment, which was full of novelty and mirth. Another attractive feature of the programme was Miss Leslie Norman, whose fine contralto voice was greatly appreciated. She was several times re-called, and had to respond to most enthusiastic encores. Then there was a clever turn given by Lazern the Mystic, whose novelties were performed with perfect skill and finesse. Mr. Victor Kelly kept the audience in a continual ripple of laughter with his quaint dry humour and amusing specialty, "On Parade." There were other items which also created unbounded admiration, and altogether the entertainment was excellent throughout.

## THE SHANGHAI COTTON MILLS.

Visitors to Shanghai on coming up the river would naturally observe that the Glasgow of the East is fast becoming also the Manchester of these parts. The wave of Westernisation in the direction of manufacturing industry has at last swept over the land in spite of all official objections, thanks to the Chinese who have been steadily concluding after the war. The many mills with which both the banks of the river are studded are well worth a visit, though the description of one will almost do duty for all.

The three mills on the Yangtze River Road were built simultaneously and there was a bit of a race as to which would be the going concern first. The Laou Kung Mow won the day and should therefore be considered the pioneer Mill in Shanghai. It is owned by a limited liability company and the opening ceremony took place on the 19th March, 1897, under the presidency of Sir (then Mr.) C. J. Dudgeon, the Chairman of the Board of Directors.

The mill occupies a large area of ground. Just at the gateway is an unpretentious little building is the manager's office. Passing this, one comes to the main building which is the mill proper. But to begin the inspection with the engine room, one has to go to the rear of the mill where the engine building is situated. The building is raised some six feet above ground and the doorway is approached by a broad flight of stone steps. Once inside, it will become apparent that ample provision has been made for elbow room and free admission of light and air in case of any future expansion. The room is 70 feet long by 30 feet wide and is 50 feet high. Overhead is a powerful travelling crane for use in lifting any of the heavy parts of the engine which may be required to be moved for inspection, repairs, or removal.

The engines, it need hardly be said, are a standing testimony of the thoroughness and solidity of British workmanship. They are by Vales and Thom of Blackburn and built on the triple expansion system and are horizontal with four cylinders. They drive the fly pulley wheel which is grooved for twenty-nine ropes and this huge wheel is twenty-four feet in diameter, six feet wide, and weighs forty-two tons. The ropes running carry the power to the main lines of shafting whence it is supplied all over the buildings to be served. The arrangements for lubrication are such that it is possible not only to keep the engines sufficiently oiled but also to keep them free from dust and superfluous oil with ease and perfect safety. The engines are named Isabelle and Sofia, after Lady Dudgeon and Mrs. Anderson, the spouses of two of the Directors.

The next place to visit is the boiler house, which is 70 feet long by 45 feet broad and roofed with galvanised iron. Here are three Lancashire boilers each 30 feet long by 8 feet in diameter with a working pressure of 180 lbs. The boilers which were solidly bricked in and covered with non-conducting composition, were constructed by Thomas Beecley of Hyde, Manchester. The power plant on the whole is of a very costly pattern, but the economy in fuel has amply repaid for the capital expenditure.

The scutching room to be seen next contains machinery by Lord Bros. of Tadmorden. In these the raw material goes through its first process. Straight from the pod as it were the fibre is placed into a feeder and delivered automatically to the opener, thence it passed into a scutcher attached and thence in the form of a lap to an intermediate and afterwards a finishing scutcher. From here to the carding engines and finally to the spinning machines, where the material comes out in the form of yarn. The main building where these processes are carried out is 425 feet long by 120 feet wide and consists of ground and upper floor. On the ground floor are carding engines, scutchers, and other heavy machinery and on the upper spinning machinery have been put up. Here are provisions for 50,000 spindles. Each spindle when working makes 7,000 revolutions per minute. The spinning machinery is by Tivedales and Smalley of Castleton, Lancashire. The numerous automatic registering contrivances to record the minutest details are marvels of ingenuity. The whole of the upper floor is splendidly lighted and the ventilation is perfect throughout, considering the large number of operatives that are employed here. The roof is slightly pitched rising in 30 feet from the centre to the eaves which allows sufficient fall for water, to catch which is a specially designed gutter running all round the building, and the principal features of which are rapid disposal of water and freedom from leakage.

Part of the lower portion of the building is screened off for a packing room where the packing is done by means of an hydraulic machine. Within the compound is a huge tank dug out of the mud and faced with stone and with a capacity of one million gallons. To the farthest end of this tank a flume conveys all the waste water from the engine which is used over again, being drawn out from the end nearest to the mill.

To light the whole mill by electricity there are two engines and two dynamos, each of the former being of 14 h.p. and constructed by Marshall and Sons of Gainsborough. The dynamos which were made at the Crompton Works, Essex, have an amperage of 370 for each dynamo at 200 volts. Each of the dynamos furnishes light for 100 lamps of 16 candle power. The electric light engine room and fitting shop adjoin and are 50 feet long by 18 feet wide. Overhead are the quarters for the European staff.

The heating throughout is by steam. There are elaborate arrangements for coping with any outbreak of fire. In the first place there is a thorough installation of Grinnell sprinklers which have extinguished many an incipient fire. Then the upper floors are semi-fire proof being 5 inch Oregon with a layer of one inch of mortar covered by 12 inch flooring boards. Besides there are automatic closing

doors between the rooms, so hung that on the temperature reaching 157 (F) a link fuses and releases the door which slips guillotine wise into iron fastenings where it effectually closes the aperture and prevents the issuing of flames or smoke. Underneath the ground floor of the scutching room are several tunnels through which a powerful current of air the inflammable dust of the mill is drawn off and blown into the open air, having its outlet near the chimney shaft, which is built of red brick, 125 feet high and 20 feet square at the base.

We have to the best of our ability essayed to give a clear description of the various machinery but some of them are such marvels of human invention or ingenuity that their details baffle a comprehensive description. A visit therefore to the mill would not only prove amusing but highly instructive. — *Shanghai Mercury*.

## THE VOTE OF CENSURE IN THE MIKADO'S ADDRESS.

## EXPLANATION BY MR. KONO.

## PRESS OPINION.

Mr. Kono, the President of the House of Representatives, who drafted the remarkable and unusual Address in reply to the Imperial Message, which was the direct cause of the dissolution of the Diet on the 11th inst. is now the chief object of public attention.

It is stated in the *Kobe Chronicle* that Mr. Kono took the course he did with deliberation and a full sense of responsibility, being resolved to resign the presidency of the House and also his membership of the House should the Address be rejected. Mr. Kono had even drawn up his papers of resignation. He is reported to have stated to a personal friend that he had firmly resolved to refuse to allow the reply to be again opened to debate. Had the motion to reconsider it been carried by a large majority, it was his intention immediately to resign the presidency and also his membership for having, as he explained, disturbed the Imperial mind by submitting such a reply. Mr. Kono accepts all responsibility for the document. In an interview with the Tokyo representative of the *Asahi* the late President said he had long disapproved of the custom by which the Address in reply to the Imperial Message was made a mere formality. He desired to introduce an innovation and include in the reply the sentiment of the House, and when he was nominated he put this view into practice.

On the 8th instant, Mr. Kono continued, he met Messrs. Ozaki (Mayor of Tokyo), Mr. Akiyama (proprietor and editor of the *Nihonku*), and two other prominent men, and consulted with them on the formation of an alliance of the Opposition parties. A proposal was then made to include the opinion of the House in the Address in reply to the Imperial Message. Mr. Kono, however, deliberately opposed the proposal, as he had already himself secretly decided to frame a reply in the sense, and if the matter was discussed by others he feared the secret would be divulged. He alone was responsible for the departure from the old usage.

The *Jiji* contends that there is nothing improper in the fact that the sentiment expressed in the Address should show a change with the times. Whatever form it takes, however, when once approved by the House, it must be regarded as a vote of the House. The Government may dissolve the Diet (this article appeared before the dissolution had actually taken place), but after such an admonition it should devote its whole attention to the present diplomatic question and discharge its duty to the best of its power.

The *Nippon* strongly approves the course taken by the House, and urges that it should be followed by an address of impeachment of the Ministry, to be presented to the Emperor, in order that the Cabinet may be overthrown for deceiving the whole nation. Our contemporary holds that the remarkable reply of the House to the Imperial Speech, which might otherwise have caused a stormy debate, was well engineered. It was carried unanimously, and it was an expression of the opinion of the nation.

The *Yomiuri* also warmly applauds the Address, and points out that the proceedings of the House of Representatives on Thursday last were unprecedented in many respects; that the reply contained an impeachment of the Government, that the address of impeachment was carried unanimously, that the reply was drawn up by the President of the House who was elected to that office by an unprecedented majority, and finally that the reply was carried by the unanimous vote of the House. There has been no precedent for such proceedings in the past, and the incident may not have its equal in the future.

Naturally, the *Kokumin* Government organ, strongly condemns the whole affair, while it describes the course taken by the Opposition as highly disrespectful to the Throne, abominable in the extreme, and a specimen of the shabby and secret intrigue by which the character of the House has been destroyed.

## THE CONVOCATION OF THE DIET.

## NUMBER OF DISSOLUTIONS SINCE DIET ESTABLISHED.

According to the Constitution of Japan, when the Diet has been dissolved a new Diet must be convoked within five months from the day of dissolution, and an Imperial proclamation for the convocation of the Diet, fixing the date of its assembly, must be issued at least forty days beforehand. Last year the Diet was dissolved on the 28th December and the general elections took place on the 1st March following, the new Diet being convoked in May. It is therefore expected that, as before, the next general elections will take place in March, and the new Diet will be convoked in May. [Since this was written a Resolution has been issued fixing the elections for the 1st March.]

The Japanese Diet has been dissolved no less than seven times since the Diet was established in 1890—that is, there have been seven dissolutions in thirteen years.

The first Diet, elected about August 1890, was dissolved in December 1891 by the Matsugata Cabinet because of the alliance between the Liberals and Progressives, which insisted on a large reduction in the estimates. Two years later came the second dissolution, effected in December 1893 by the Ito Cabinet—a result of the opposition of the House to the enforcement of the Land Tax. Last year's dissolution, as is well known, was the result of the protest of the Constitutionalists and Progressives against the continuation of the higher rate of the Land Tax. The Katsura Cabinet, as now, was in power. It will be seen that the seventh dissolution, just effected as a result of the remarkable Address in reply to the Imperial Message, is due to a somewhat different cause from its predecessors. — *Kobe Chronicle*.

## MONOPOLIES IN TONKING.

## INSTRUCTIONS FROM PARIS.

Owing to the difficulties of all nature that have occurred during the last few years in the administration of the different monopolies, and the continual discussions arising between the Government of French Indo-China and the different farmers, the Cabinet, in Paris, has decided that, in the future, these concessions will be granted for the term of one year only. A proviso, in each contract, leaves to the government the facility of repurchase at any time, within that period, if necessary. Instructions to this effect have been forwarded to the Governor General, M. Beau. In the meanwhile, the authorities in Tonking have their hands full litigating the numerous claims for compensation made by several of the farmers. It is said that the new measure will have a depressing effect on big enterprises of this nature.

## THE MERCANTILE FLEET OF JAPAN.

## SOME INTERESTING FIGURES.

A number of statistics relative to the development of the Japanese merchant marine have appeared in the Tokyo Keizai. It was in 1870 or thereabouts, the journal recalls, that the Japanese began to turn their attention to the carrying trade, in the modern sense of the term, but its growth was slow until the Chinese War of 1894-5. The following table gives the figures for the eleven years from 1892 to 1902 inclusive—

Year.	Tons.
1892	214,000
1893	325,000
1894	320,000
1895	386,000
1896	417,000
1897	486,000
1898	648,000
1899	796,000
1900	863,000
1901	917,000
1902	934,000

From comparative statistics published in the journal, it is seen that, while in 1892 the Japanese mercantile fleet was the thirteenth in the world in point of tonnage, it had risen by 1902 to the eighth position, and it is interesting to note that it rapidly coming up to the same relative status as that occupied by the Japanese Navy, the position of which is the seventh among the navies of the world. In the same journal there is an interesting article by Captain Hirayama, I.J.N., Director of the Nautical College, in which the writer discusses the relative positions of foreign and Japanese in the Japanese merchant service. Captain Hirayama expresses the opinion that it is of great importance to Japan that her mercantile marine should be under the command of Japanese officers. As for this truth was early appreciated by Japan, as shown by the strenuous efforts made by her to procure a supply of well-educated officers. The growth of the merchant service, however, has been so rapid that the supply of well-trained officers has not kept pace with the demand. According to statistics obtained by Captain Hirayama from the Nippon Yusen Kaisha, and carefully digested by him, the total numbers of officers on that company's European, Australian, American, Bombay and Shanghai liners was 293, of whom 184 were Japanese and 109 foreigners. On closer examination of the statistics it is found that the higher ranks of the service are almost monopolised by foreign officers, as is shown by the following table:

Officers.	Foreign.	Japanese.
Commanders.....	22	6
Chief engineers.....	21	6
First officers.....	23	4
First engineers.....	13	14
Second officers.....	10	17
Second engineers.....	16	30
Third officers.....	3	46
Third engineers.....	1	62

The Austrian and European liners are all commanded by foreign officers, whereas one steamship on the American and one on the Shanghai line are under Japanese captains, who are graduates of the Nautical College. Of the foreign lines mentioned above, the only one exclusively Japanese owned and manned by Japanese is the *Bombay* service. As for the same company's other foreign liners, such as those of North China and Vladivostok, as well as the coasting services they are for the most part officered by Japanese. So also are the ships owned by the Osaka Shosen Kaisha, and other companies. — *Kobe Herald*.

## THE MONEY MARKET PROSPECT, JAPAN.

A Tokyo banker writing to the *Yomiuri* in reference to the future of the economical situation, expresses the opinion that economic circles of the country, through long political disturbances, have failed to note the sluggishness of the money market. But as the political situation gets easier, business men are becoming more active, and a large amount of money is lying idle in the banks, and it is generally anticipated that the circulation will become more sluggish than ever. The Government, says the banker, declares that preparations are so made that the country is prepared either for war or peace. If the preparations be really made by the Government for promoting works in Manchuria and Korea upon the peaceful settlement of the Manchuria question, as they certainly are for war, the money ready to be used for war will be required for enterprise in China and Korea. Though the greater part of the money so required will probably be raised by the issue of bonds abroad, the money market in Japan may be in some degree affected. The present sluggishness is due to the diplomatic difficulty, and if everything is settled in peace, the economic circles of this country, which have long been oppressed by the situation, will recover, and the demand for money will be followed by such a stringency of circulation that the large margin of 4,000,000, left within the legal limit of the amount of Bank of Japan notes to be issued free of tax, may never again be recorded.

## THE PERAK SUGAR CULTIVATION COMPANY, LD.

The eighteenth annual general meeting of the above company was held at the company's offices Shanghai, on 16th inst. The reports and accounts as submitted were passed. A dividend of 5 per cent for the season ending 30th September, 1903, was declared, on the proposal of Mr. W. D. Little and seconded by Sir Charles Dudgeon; Mr. W. D. Little was re-elected a director of the company on the proposal of Mr. F. A. Anderson, seconded by Mr. J. M. Young; Mr. F. A. Anderson proposed and Mr. A. J. Jones seconded that Mr. G. Wingrove be reappointed the company's auditor at a remuneration of Tls. 350 per annum. It was also resolved that the next annual general meeting of the company be held in the month of December. The full report is held over.

## RUSSIA'S REPLY TO JAPAN.

## REPORTED TERMS.

## IMPORTANT RUSSIAN CONCESSIONS.

The Tokio correspondent of the *Mainichi* gives the following as the gist of the Russian Government's reply to the Japanese proposals relative to the diplomatic difficulty. Russia will to a certain extent satisfy the Japanese demands concerning Manchuria with a view to securing an amicable settlement. Viceroy Alexieff's aggressive attitude will not be maintained. It is doubtful if the concessions as to Manchuria are of a nature that will satisfy Japan. With regard to Korea, it is said that the Russian reply completely recognises Japan's supremacy in that country. The delay in sending the reply is said to have been caused by differences in the Russian Government concerning the answer which should be given to Japan.

In reference to Korea, the *Mainichi* correspondent points out that the Powers recognise Japan's financial supremacy in Korea, and Great Britain distinctly recognises Japan's supremacy there politically, by virtue of the Treaty of Alliance. Japan has demanded a similar recognition on the part of Russia. The Russian Government have attempted to lease Chinkaiwan or Masampo with a view to preventing a menace to their interests by Japan securing the command of the Korean Strait. Russia has also instituted a vigorous policy in north Korea. It was also reported recently that the engagement of military officers, respecting the engagement of military officers, Russia has not shown a disposition to comply with the Japanese demands. If she now recognises the Japanese supremacy there, by entering into a new convention with Japan, Japan will not be molested in her movements in the peninsula in future. This may be only a reasonable concession in Japanese eyes; but, if it is made it will be a great concession on the part of Russia.

In regard to the evacuation of Manchuria, the correspondent points out that the Russian troops are withdrawn and Manchuria is restored to the Peking authorities in order to confirm the integrity of the Chinese Empire in the North. One of the most difficult questions between Russia and Russia will be solved. However reasonable, it cannot be denied that it is a great concession to ask from Russia, having regard to her original programme, to defer the evacuation and remain in possession of the provinces. It is, however, believed that a certain number of railway guards will be stationed there.

In regard to the establishment of Consular Courts in Port Arthur and Dally, it is pointed out that the legal status of Port Arthur and Dally will not be settled for a long time. The American Government have recognised the legal standing of Russia in these places, but the Japanese Government hold that the places were leased from China by Russia, and that Consular Courts in these places ought to be recognised. Russia is prepared to consent to the Japanese demand on this point, but in doing so she is really making a concession. As to the restoration of Newchwang and the abolition of the Russian quarantine arrangements there, it is pointed out that the port is the only trading place for Japan in North China and the restoration of the place to China will be greatly beneficial to Japan. Russia has held the place and controlled the quarantine arrangements there in order to interfere with the trade of other nations. Russia's aim was to transfer the local trade to Dally. The abandonment of Newchwang by Russia has been strongly urged by Japan and other powers, but Russia has been most reluctant to give in upon this matter. Russia has, however, consented to grant the Japanese demand for the restoration of Newchwang to China and relinquish control of the quarantine and Customs.

The correspondent adds that there may be subsidiary clauses in the proposed agreement, but the foregoing are believed to constitute the basis of the draft convention. — *Kobe Herald*.

## CHINESE AGRICULTURALISTS IN PERAK.

Of the Chinese recruited by Dr. Leuring at Poochow for the Government agricultural Colony at Sitiawan in Perak, several hundreds have arrived that Mr. J. P. Rodger, the late Resident of Perak, writes thus on the subject to the Resident-General under date 31st October.

Thanks to the exertions of the Protector of Chinese (Mr. Cowan) and the District Officer, Lower Perak (Mr. Brewster), every arrangement had been made for the reception and comfortable installation of these immigrants, in buildings already prepared on the land assigned to them at Sitiawan. Notwithstanding their unfortunate detention in Singapore (St. John's Island) I am glad to say that the 363 immigrants landed at Sitiawan are all doing well, and there is a fair prospect of their agricultural settlement proving successful. I consider that Dr. Leuring is deserving of high commendation for the manner in which he has conducted the duties entrusted to him, on behalf of the Government, and I have caused him to be informed.

Under date 26th October Dr. Leuring thus reports on the Colony—

Since the 9th August I have visited the Colony thrice, and though we are not yet quite settled, the parcelling out of the land not yet having been completed, I am glad to state that a large terrain has already been cleared by the colonists and has been planted with rubber, vegetables, especially potatoes, the season being too late for paddy. I have no doubt that, with the further consideration and benevolence of the Government towards the scheme, the whole district in which the Colony is situated will soon assume a new and more promising aspect.

## SIR FRANK SWETTENHAM'S SUCCESSOR.

The retirement of Sir Frank Swettenham from the Governorship of the Straits Settlements, and not necessarily from the Colonial Service, it seems likely that Sir Frank's medical advisers have decided against a further period of service out here. He was not in the best of health when he went home. The terms of the announcement, "retiring from the Governorship" do not preclude the possibility of our late Governor assuming other duties in connection with the Colonial Office. If his health holds out, it is exceedingly probable that his valuable services will be availed of in some capacity, although whether or not in the capacity hinted at by the writer in the *Glasgow Herald* remains to be seen. The question that naturally arises is, who is likely to succeed to the Governorship of this Colony. Gossip seems to have selected Sir C. A. Molony, Governor of Trinidad and Tobago, who has had a varied career of colonial service in West Africa, British Honduras and the Windward Islands. Sir H. E. McCallum, Governor of Natal, is also credited with having expressed a desire to return to the Straits, and there is no reason why he should not come back here if such be his wish. There are also five or six other Colonial Governors who might accept the Governorship of the Straits, carrying as it does the High Commissioner's

of the Federated Malay States. If a man new to the Colony be appointed, he will not have a very easy task, for several of the older officials of the Colony have or are about to retire, while the transference to other Colonies of the best of our younger men has left a considerable gap. Mr. C. W. S. Kynsey, the Deputy of the Service, takes up the Resident-Generalship of the F. M. S. next April, but only for a short period, as he proposes to retire at the end of next year. Although a service composed mainly of seniors often produces stagnation, yet, on the other hand, links between the old and the new are very desirable to secure continuity of policy. There are two furrows that we should have liked to have seen ploughed to the end by Sir Frank Swettenham, Singapore Harbour Improvement and the railway connection between the north and our currency reform. It may be that a new-comer would think differently on these subjects and throw them back, and that we believe would be a genuine calamity for the Colony. — *S. F. P.*

## MORE RUSSIAN WARSHIPS.

## FOR THE FAR EAST.

The St. Petersburg *Vladivostok* states that it is intended to send to the Far East next year the Russian transport *Kamchatka*, of 7,200 tons, which has been built at the new Admiralty yards, and is now lying in the Neva. She is designed to supply coal to warships afloat, and has accommodation for 3,000 tons; also for 32 officers, 1,000 men, and 16 horses. The Russian gunboat *Khivinski*, which is being built at the stone dock of the new Admiralty yards, is intended to protect Russian interests in the Persian Gulf.

The *Kronstadt Vestnik* states that the Russian cruiser *Dmitri Donskoi* arrived at Cadiz on November 9, and the *L.A.'s Bulni* and *Brodi* at Algiers on November 10, all outward bound for the Far East. The *Vladivostok* states that the new Russian battleship *Orel*, on her way from Kronstadt to the East, has been compelled to go into dry dock at Spezia, owing to damage received in the Atlantic some time ago. The precise occasion of the damage was unobserved by the crew, and it was not until water was found to be increasing in the hold and investigations were made as to the cause of this that the damage was discovered. The ship will not be able to proceed on her journey until the beginning of next year.

## A NEW STEAMSHIP SERVICE FOR THE ORIENT.

A consular report from Lima, Peru, (quoted by the *Japan Times*) says that the local Chinese residents have promoted a new steamship company called the *Compania Maritima Occidental*, a Vapour, with the object of opening a new steamship service between Peru and the East. At present marine communication is confined to the round-about route via North America. It is true that there is one Italian sailing vessel, flying between Callao, Peru, and Hongkong, but she makes only two voyages a year, a single voyage lasting two or even three months. Then Japanese steamers, carrying emigrants, make occasional trips to Peru, but they only connect this country and Peru. Moreover, the Peruvian Government and leading business-men are now bent on finding some means of opening active trade relations with Japan. All these considerations have encouraged the Chinese promoters of the present scheme. This company will have a capital of \$20,000, and though the sum may seem inadequate for such an enterprise, it will be sufficient for the company, which is in charter vessels for the time being and does not contemplate owning any. The company's capital has already been subscribed to the amount of about \$30,000, the shareholders being almost all Chinese. — *Ex.*

## GOLD PROSPECTING IN CEYLON.

## RESULT OF AN EXPERT'S INVESTIGATIONS.

Rumours of hidden wealth, in the shape of gold, have been current in Ceylon from the earliest times, and the precious metal has been sought for by Europeans and Australians for half a century or more. Sir West Ridgeway, the late energetic Governor of the island, engaged the services of a gold expert from home with a view to obtaining some definite knowledge as to whether gold existed, and if so, in what quantities. Mr. George Dixon, an expert appointed, arrived at Colombo at the end of May, 1902, and his report has just been issued. Mr. Dixon set to work with a will, and travelled over 3,000 miles, 1,078 of which he covered on foot. His general survey of the country, an area of about 24,000 square miles, is a fairly complete one, and has proved that there are in Ceylon practically no gravel terraces, and that the shallow gold deposits which are worked by the digger in other countries are not extensive or likely to be remunerative enough to attract investors. Wherever gravel was found it was listed, and in the hundred tests made the above-mentioned results were always obtained, though Mr. Dixon believes that by the dredging system, if suitable places were found and the conditions necessary for saving both gem and gold, the undertaking, if properly managed, would pay.

## TRACES OF ANCIENT GOLD WORKINGS.

One interesting point in Mr. Dixon's report, says the *Madras Mail*, is that there are no old gold workings in Ceylon. The natives in former times, cunning miners that they were, though they knew of the existence of gold, did not work the gravels for it, which, we believe, bears out the theory of gold prospectors in this country, that where old gold workings exist gold will be found, but not elsewhere. Mr. Dixon also corroborates what the Austrians and other Europeans who have worked the gravels in more recent times found, viz., that they could not make the work pay. He found in one place a few fair-sized flakes of gold, but the average value of the gravel was only 4d. per cubic yard. In no case was a single rich find of gold made, and that, in a digger's country, he says, is the first thing necessary to start mining on an extended scale. It must not be forgotten, however, that these remarks refer to surface work only, and that no inquiry has been made as to what minerals occur at depth. The presence of alluvial gold, valuable minute quantities, implies, as Sir West Ridgeway says in his Review of the Administration, that there must be, or must have been, washed, out of which this gold has been derived. Mr. Dixon does not think that the gold which has been found in the gravel had its origin in the gravels, but in either a capping rock which has long since been worn away, or possibly in a fold of hornblende schist such as occurs in the Kolar Gold Field. If the theory is correct the gold produced from that capping rock will be found, not in the hills but deeply buried. Mr. Dixon therefore suggests that the gold should be sought at some future time by the systematic method of drilling with carefully selected apparatus.

## THE HONGKONG CIVIL SERVICE.

## SIR HENRY BLAKE'S DEFENCE.

Sir Henry Blake contributes the following letter to the *Times*, in reply to an article by Mr. Alleyne Ireland dealing with Hongkong in the series on Studies in Administration in the Tropics—

Sir—In the *Times* of September 14 appears the third of a series of articles on Studies in Administration in the Tropics, by Mr. Alleyne Ireland, who was commissioned by the University of Chicago to visit all the Eastern Colonies and report upon the systems of administration under which the various Indo-Malayan people live—a work of very great importance and utility if carried out with unbiased intelligence.

The article in question is a report upon the administration of Hongkong, in which Colony he arrived supported by such recommendations as ensured his accommodation in a room in the already much congested Colonial offices and his access to official sources of information. He remained in the Colony for four months, and the result is a paper so inaccurate, and giving so distorted a picture of the civil servants of the Colony, that I must ask permission to correct some of his misapprehensions.

Having in the second paragraph acknowledged that the officials are not corrupt, that justice is honestly administered, and that life and property are as secure as they are in London, Mr. Ireland adds that:—A number of men possessed of high qualifications fail to be useful servants only because in Hongkong, as in some other places in the British Empire, it is considered the worst of bad form to be interested in one's work.

As one who has administered the Government of various Colonies for 19 years I may claim to speak with some authority on this subject. A more groundless statement has never been made by one assumed to write with a sense of responsibility. In my experience at home and abroad I have never known a body of men on the whole more faithfully devoted to their duties than are the European public officers engaged in the administrative work of the Colony. I was in England at the time of Mr. Ireland's visit, but I learned on my return that unfortunately between Mr. Ireland and some of the public officers with whom he came in contact there was a mutual lack of appreciation which may account for his conclusions.

But after all this is but a matter of opinion. Now for Mr. Ireland's facts, arrived at after four months' investigation. He cites two instances in which the interests of the Colony have been sacrificed to official dilatoriness—

"In 1894 a serious outbreak of bubonic plague occurred in Hongkong, and from that time onward the Colony has scarcely been free from it. Notwithstanding the serious nature of such a visitation, it was not until 1901 that the Government took the matter thoroughly in hand by calling for a report on the subject from Professor W. J. Simpson, and a Public Health and Buildings Ordinance was drafted as the outcome of Professor Simpson's report and of the advice of Mr. Osbert Chadwick, C.M.G., and of Dr. Francis Clark, medical officer of health, some eight years after the first outbreak of plague."

Immediately after the cessation of the outbreak in 1894, the Government resumed 42 acres of insanitary private property at a cost of \$818,000, removing the houses and laying out the area at a further expenditure of \$50,000. In that year an ordinance was passed dealing with insanitary dwellings, and in 1899 a further ordinance, the Insanitary Properties Ordinance, was passed. The Public Health and Buildings Ordinance alluded to by Mr. Ireland was in the main a consolidating ordinance. Apart from the sums mentioned above, \$1,349,000 were spent in sanitation between the advent of the epidemic in 1894 and 1902, the year in which Professor Simpson visited the Colony at my request, the large expenditure and the exertion of an ever-increasing sanitary staff being ineffectual to stay the annually recurring ravages of the epidemic. A further sum of \$712,000 has been expended since 1901, and the expenditure of the Sanitary Department, which in 1893 stood at \$50,000, stands in this year's estimates at \$580,000.

Again—

"The other instance to which I refer is the water supply of the Colony. About 20 years ago Mr. Osbert Chadwick was called upon to make a report upon the water supply of Hongkong. He supplied the Government with a number of suggestions which were only carried out in part. After an interval of 20 years Mr. Chadwick had to be again called in to report once more upon the water supply of the Colony."

In 1882 Mr. Chadwick reported. In 1883 the great reservoir at Tytam was begun and completed in 1889 at a cost of \$1,257,000. Another reservoir at Wongneichong was also added, and a general distribution carried out not only on the lower levels but throughout the Peak district to an elevation of 1,800ft, while between 1882 and 1900 the sum of \$2,317,000 was expended in waterworks alone, and in 1902 a scheme was entered upon for increasing the water supply of Kowloon estimated at a cost of \$335,000 of which \$200,000 has already been expended. I have Mr. Chadwick's report of April 10, 1902, before me. He recapitulates his recommendations made in 1882, which were adopted by Mr. Cooper, then the Director of Public Works, and in paragraph 53 he writes with reference to these recommendations—

"The conclusions which I have arrived at may be summarised as follows:—(a) The works recommended by Mr. Cooper as urgently required have been carried out with good results. It is impossible to further the improvement of the construction of a very large additional reservoir has been determined upon and preliminary work has been begun. This large work will take some years to complete, during which period I fear that the population will continue to suffer great inconvenience in dry summers."

Mr. Ireland speaks of the inadequate size of the Government offices. The Colonial offices were built and the Supreme Court building was acquired in 1848 when the population was 21,000. The Post Office was built in 1865, when the population was 125,000. The population is now 412,000. New Law Courts and Post Offices are being erected at an ultimate cost of over \$1,300,000.

The publication of Mr. Ireland's most misleading statements in the *Times* means the publication in every Colony in the Empire, in some of which the future lot may be cast of public officers with whose work he has failed to make himself acquainted. It is in justice to them that I write. In such an investigation as Mr. Ireland has undertaken literary capacity without accuracy is an *ignis fatuus*. If the Chicago be no more accurate as regards other Colonies of the British Empire than that which it has favoured upon on Hongkong, it will be but a sorry *deu ex machina* for the study of British Colonial administration.

I am,



# THE NEW LAW COURTS

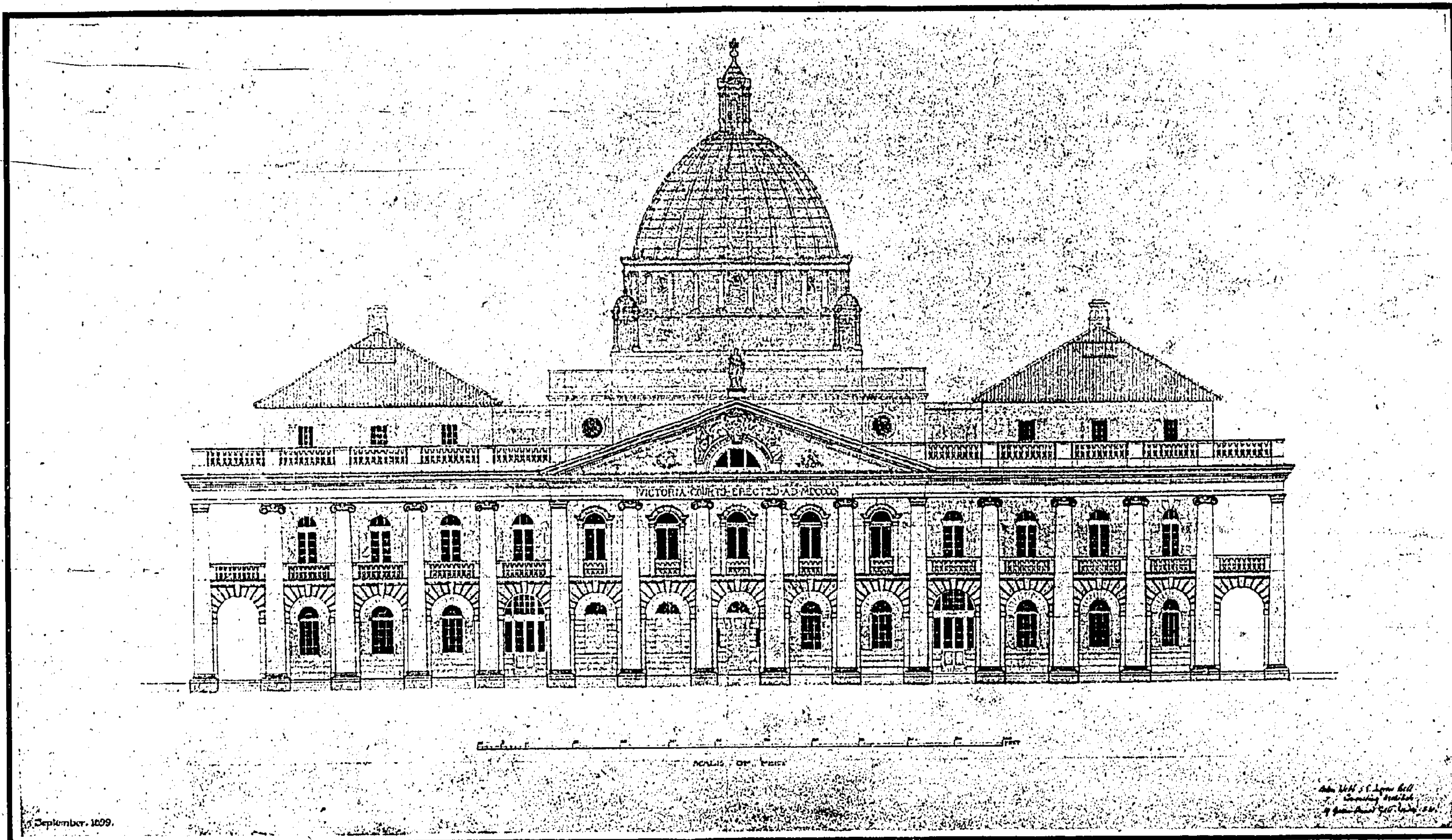


PHOTO BY C. W. CLARK

4, ICE HOUSE STREET, HONGKONG.

## PROPOSED NEW BUILDINGS - WEST ELEVATION

### DESCRIPTION OF THE BUILDING.

Since the laying of the foundation stone of the new Law Courts by Sir HENRY BLAKE on the 12th November last, there has been renewed activity on the vacant land lying between the Queen's Statue and the City Hall, and the outline of the buildings can now be readily traced by means of the brick walls which are daily increasing in height. The building, consisting of the new Law Courts, Land Offices, etc., will, when completed, form a very valuable addition to the architecture of the city, and one of the finest erections in the Colony, the beauty and skill portrayed in the design being far in advance of anything to which we have been accustomed. The style that has been adopted is, as might be expected, purely classic in feeling, following the English school and with details of a Greek character. The site lies between Des Voeux Road and Chater Road, and is adjacent to the Cricket Ground on the west side. The designs of the buildings were prepared by Messrs. ASTON WEBB, R.A., and E. INGRESS BELL, F.R.I.B.A., of 19, Queen Anne's Gate, London, the Consulting Architects to the Government of Great Britain, and the work is being carried out under the supervision of Mr. H. A. FISHER, A.R.I.B.A., of the Public Works Department, Hongkong.

The ground floor of the structure will be occupied by various offices for the officials of the Courts, including spacious apartments set aside as Land Offices, and separate rooms for the Registrar, the Deputy Registrar and their respective clerks, and also for the Bailiffs. On this floor also is a Prisoners' Receiving Room with a separate entrance, and cells in connection, while special staircases leading to the docks of the large and small Courts on the floor above will be provided. There are two large entrances for the general public, both on the west side of the building, and these communicate with the several offices by means of spacious corridors. Access for the public to the first floor is provided by two wide staircases, and on the east side is an entrance for the Registrar and other officials, and a separate doorway for the use of the Judges.

A lift, which will be worked by electrical power, will be used in addition to a private staircase, for the convenience of the Judges and other officials who may be engaged on the upper floors. The official portions of the building throughout are carefully kept distinct from those to which the general public have access.

On the ground floor ample accommodation is also provided for the safe custody of official records.

There is a small basement in which are situated the furnaces, boilers, etc. for the heating of the building, which will be on a hot water system at low pressure, with radiators in all rooms and corridors. The system is arranged in four separate sections in order that only such portions of the building as are necessary need be warmed at any one time.

The large Court is placed in the centre of the first floor and is surrounded by the smaller rooms and corridors, so that no sound from outside the building may penetrate while the Court is sitting. This is a large and lofty apartment lighted by means of four large semicircular windows placed high up, each being twenty-eight feet in diameter, and four small circular windows. Ample space is provided for members of the legal professions, for the jury, witnesses, reporters, &c., as well as the usual accommodation for the Judge and prisoners, and a considerable area is also reserved for the use of the public.

There will be four pairs of massive granite columns ranged along the walls supporting the large dome above, and these will add much to the handsome and imposing appearance of the Court. The height of this chamber, from the floor to the ceiling of the dome, will be forty-eight feet.

There is a smaller and commodious Court on this floor on the north side of the large Court, from which it is separated by a wide corridor, and is well lighted by casement windows opening on to the colonnade. This is for the use of the Puisne Judge.

The south end of the same floor is occupied by a spacious Library for the use of the Judges and officials, which is also in communication with the colonnade. The Library is surrounded by a wide overhanging gallery.

On the same level is a large number of rooms grouped around the Central Court, and set apart for the use of counsel and solicitors, while waiting rooms for witnesses and consultation rooms for the convenience of litigants are also provided in addition to separate retiring rooms for each of the Judges, besides the jury room, and efficient lavatory accommodation is provided throughout.

The second floor, reserved for officials of the Court, is gained by a continuation of the officials' staircase from the ground floor, and by the lift. Here are situated large offices for the accommodation of the Attorney General, the Crown Solicitor, and their respective staffs of clerks, and a considerable space is set apart for the storage of books, etc.

The internal walls are to be built of red bricks, while the main piers supporting the dome and some other portions will be of granite. The external walls are to be faced in



HON. W. CHATHAM, M.I.C.E.,  
Director of Public Works,  
Hongkong.

finely punched white granite, all of which is being carefully selected for the purpose. The whole building will be of fireproof construction, and has been designed with a view to efficiently withstanding the ravages of white ants. The floors throughout are formed in concrete and steel, all the metal being well protected by casings of concrete and asbestos plaster. The Small Court and Library will be covered with red tile roofs; the smaller rooms and corridors

with concrete flats, and over the centre of the building a large dome of some forty feet span is cleverly placed on four massive granite piers. These are connected by heavy arches of brickwork in cement from which springs the inner dome, forming the ceiling of the large Court. Above this again rises the drum of the external dome, consisting of granite faced walls supported on steel framing and surrounded by detached columns. From the base of the drum eight steel trusses spring, supporting the stone lantern at the top, and which are united on their outer surface with steel framing filled in with concrete, and covered externally with cast granolithic slabs, forming the outer surface of the dome.

Internally, the walls of the various rooms will be finished in plaster, and there will be glazed tile clados to all lavatories and corridors. The ceilings will be ornamented in plaster, which will be formed with asbestos where necessary for protection from fire. The floors throughout, except to lavatories, will be finished with hardwood blocks laid in preservative composition, and the lavatories are to be paved with ornamental tiling. The staircases will all be constructed in granite, with ornamental wrought iron balusters and polished wood handrails. The joinery throughout is to be in teak, and has all been specially designed for the building.

The whole of the interior of the building will be amply lighted by means of electric glow lamps, and great attention has been given to the warming and ventilation of each of the several apartments.

The principal elevation of the structure is to face towards the west, and will consist of a single Ionic order some forty-five feet in height, forming fifteen bays with attached columns and square angle piers. The piers are interconnected by semicircular arches supporting the floors of the colonnade above with ornamental balustrades and moulded copings, all in granite. Between the piers and the main walls on the ground floor is a wide colonnade entirely surrounding the building except for a small portion on the east side. This colonnade is spanned by a series of semi-circular arches which support the walls and floors above. The upper colonnade runs round the greater part of the first floor, above which is a balcony to the second floor, access to both being afforded by folding casement doors. The colonnades will be finished with finely punched granite walls and arches, and tessellated pavements. The centre portion of the west elevation is surmounted by a pediment containing one semicircular opening, around which are grouped the Royal arms, and the whole is crowned by a statue of Justice, standing nine feet high. Behind this pediment rises the square base of the central dome, which is terminated at each angle by a graceful pinnacle built of granite. From this base the drum of the dome ascends, consisting of a circular Doric order, the intercolumnar spaces being pierced with windows. Above this rises the graceful outline of the dome, the whole being surmounted by a handsome granite lantern, terminating at a height of over one hundred and thirty feet from the ground, in a boldly carved Tudor crown.

The elevation on the north, south and east sides will be similar in character to that on the west, but without the pediment, each façade being finished with a parapet wall and granite balustrade.

The foundation stone, a fine block of Chinese granite, which was laid by H. E. Sir H. A. BLAKE last month, bears the following inscription in gilt letters:—

THIS STONE WAS LAID  
on the 12th November, 1903,  
by  
His Excellency  
SIR HENRY ARTHUR BLAKE, G.C.M.G.,  
Governor of Hongkong.

WILLIAM CHATHAM, M. Inst. C.E.,  
Director of Public Works.

ASTON WEBB, R.A.,  
E. INGRESS BELL, F.R.I.B.A.,  
Architects.

CHAN A TONG,  
Contractor.



## JUDGMENT FOR \$28,800

## AGAINST A SHIPBUILDER.

Judgment in the case in which Tso Cheung Shing, a widow, residing at 162 Queen's Road West, suing as executrix of Tsoi Heung Po, deceased, proceeded against Tsoi Shing, a leader, of 22 Peel Street, to recover the sum of \$28,800 money received, and \$12,000 damages, was given by the Chief Justice (Sir W. M. Goodman) at the Supreme Court on 19th inst.

The Hon. H. E. Pollock, K.C., instructed by Mr. F. B. L. Bowley, of Messrs. Dennys and Bowley, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendant.

His Lordship said:—This is an action brought by the executrix of the late Tsoi Heung Po against a shipbuilder named Tsoi Shing, claiming damages for the non-delivery of a small steam vessel, one of two which he had contracted to deliver to Tsoi. The damages claimed amount to \$28,800, namely \$28,000, being the amount paid by Tsoi to Tsoi Shing between certain dates on account of the vessel, \$12,000 representing the difference between \$28,000 paid and \$40,000 for which, it is alleged, the vessel, if delivered according to contract, could have been sold by Tsoi, and \$800, representing certain materials or fittings, not included in the specification, paid for by Tsoi and used in the steam vessel, the value of which it is alleged that Tsoi lost because the vessel was not delivered to him but to someone else. It seems that, once, Henry Piry, trading as H. Piry and Company, had acquired certain concessions from the French authorities at Kwong Chow Wan with regard to opium and other commodities, and wished to raise the necessary capital to utilize and develop those concessions, and to procure suitable steam vessels for purposes connected therewith. Accordingly, he associated with himself three Chinese who could provide some, at least, of the money required, namely Chan Tsoi Shing, Tse Lee Ching and Tsoi Heung Po, whom I will allude to as Tsoi. Their relations were not at first regulated by any partnership agreement, and when Simon Daniel Piry, the brother of Henry Piry, came to Hongkong, from Shanghai, about June, 1901, to look after matters, presumably in the interests of Henry, who was most of the time away, managing matters at Kwong Chow Wan, he suggested the necessity of having something in writing to show the relations of the parties to each other in business. Accordingly, three documents were signed by H. Piry and Company—meaning, I presume, H. Piry—and by Chan, Tse and Tsoi (whose executrix is bringing this action). They are dated, 16th July, 1901. I quote from the translations. The first begins by reciting as follows: "Now we have invited our companions to establish the Kwong Chow Wan Shipping Company, Limited, and the Kwong Chow Wan, Raw and Prepared Opium Company, Limited." Then certain regulations are set out. The first was as follows: "Partners of this Company have not hitherto made any agreement with regard to the management of the business of the Company. Now this agreement is made, a real profit. The name of Piry and Company, or Piry, shall be used in doing all business and building steamships." The second reads as follows: "All the above mentioned business carried on by this Company at Canton, Hongkong and Chek Hom shall be handed to Piry and Co. to manage and carry on, on their behalf. The managers of Piry and Company are Chan Yuk Shang and Piry." Various other regulations followed. To read this one would suppose it was contemplated to join two limited companies under the Companies Ordinance, rather than a partnership, but Mr. Simon Piry deposed that this was not so. The other two agreements are, respectively, the Regulations of the Kwong Chow Wan Shipping Company, Limited, and the Regulations of the Kwong Chow Wan, Raw and Prepared Opium Company, Limited. The first of these is called, and of the Kwong Chow Wan, Raw and Prepared Opium Company, Limited. The first four clauses of the Shipping Company's agreement are as follows:—"1. This Company has decided to make an agreement, with regulations, with Piry & Co. 2. This Company shall carry on the shipping and saltpetre and sulphur business in Canton, Hongkong and Kwong Chow Wan. 3. It is proposed that a capital of \$50,000 shall be subscribed for this Company." (Shares are then set out). "4. All the capitals subscribed have been paid up in full." As regards the Opium Company, the first article stated that, This Company has decided to make an agreement with Piry & Co., with regulations to do the Kwong Chow Wan Raw and Prepared Opium (business) and exporting prepared opium. The second article provided for a capital of \$120,000, of which Piry was to hold \$10,000 and the three Chinese \$110,000 shares between them, and the third article stated that all the capitals subscribed had been paid up in full. Now, these documents are by no means a satisfactory substitute for a proper partnership agreement constituting Henry Piry, Chan, Tse, and Tsoi, partners in an ordinary firm, although the relationship between them has been assumed by the defendant all through the case to be that they were, all four, simply members of the firm of Piry and Co. But, assuming, as I will, that some sort of partnership existed, it is clear from the evidence that when those three agreements were signed not only had all the \$50,000 capital of the shipping business been consumed, but that the shipping company or business had already had to borrow some \$70,000 from the \$120,000 capital, or supposed capital, of the Opium Company. It seems clear, therefore, that the Shipping Company was not in a position to pay the extra steamers, unless fresh capital was introduced. This was in or about July, 1901. Now, at that time, the defendant was building two steam vessels which were originally intended to be used in connection with the carriage of opium and freight, and in the careless, unbusiness-like way in which matters seem to have been conducted, no proper written contract for such building had been made. It did not appear at what dates payments on account of such building were to be made to the builder. It, however, appears that the two ships were ordered verbally on 10th February, 1901 and 7th April, 1901, respectively, and that the first was to cost \$48,000, and the other \$30,000, and that there were written Chinese tenders and specifications, and that the defendant in those tenders agreed to complete the first steamer within nine months from 10th February, 1901, and the second, within eight months from 7th April 1901. Thus both were to be completed in 1901. The shipbuilder had, by about August, 1901, received some \$39,000 on account, principally from Chan, but could not complete without further payments, and H. Piry and Co. had no funds available. Henry Piry was away down South. He left by the beginning of August, 1901, and was away over two years. Tse and Chan would not find further capital for these two ships and, eventually, Tsoi agreed to do so, but to protect himself wanted them handed over to him by the builder when finished. This being the state of things, the defendant, in my opinion, not caring who got the ships so long as he was paid for them, went to Mr. Dennys's office on October 7, 1901, and, according to the evidence of Mr. Dennys, interpreter, Yim Kwan Un asked Mr. Dennys to have the written contract with regard to the building of the two steamers made out in Tsoi's name. Next day, the defendant went again to Mr. Dennys's office with Tsoi and Chan and

they arranged to have the agreement made in Tsoi's name, and not in Piry's. The original tenders with the specifications were addressed and headed "To, Yim Chan Yuk hang." Accordingly, on October 9 a formal agreement was drawn out putting Tsoi in Chan's shoes, as it were, reciting the previous payments of \$49,000 and stipulating quite simply and clearly, that Tsoi Shing, (the defendant) would complete the two ships and hand them over to Tsoi, and that Tsoi would pay the balance of \$9,000 to the defendant in due course. This agreement was interpreted to the defendant and the interpreter deposed that they all appeared to understand it and the defendant acknowledged in writing, at the end of the agreement, witnessed by Mr. Dennys, the receipt of \$15,000 on account of the \$29,000. I find, as a fact, that the defendant understood the agreement and its contents perfectly well when he and Tsoi and Chan signed it. Mr. Simon Piry knew of the agreement very soon afterwards and, although holding a Power of Attorney from his brother, Henry, he says he did not like it, yet he made no formal objection to it. On May 14, 1902, the defendant signed a receipt for \$17,000 more from Tsoi making, with the previous \$15,000, altogether \$32,000 received on account of the final \$39,000 from Tsoi, the receipt was witnessed by Mr. Dennys and a memorandum in his writing was added and signed by Tsoi and the defendant as follows:—"It is hereby agreed between the parties hereto that the second steamer referred to in the above mentioned agreement shall be completed and ready for her trial trip within three months from this date, and that \$20,000, the balance of the above mentioned sum of \$29,000, shall be paid by Tsoi to Tsoi Shing upon the said second steamer satisfactorily completing her trial trip, and that all the goods purchased by the said Tsoi Shing to be used on board the steamer already delivered to the said Tsoi under the above agreement, and the extra work done to the said completed steamer, under the said agreement, have been paid for by the said Tsoi prior to this date—May 14, 1902." The agreement was made at the office of a thoroughly respectable solicitor, and I do not believe that the defendant was in any way misled. This agreement or memorandum extended the original time for completing the second steamer ready for her trial trip to August 14, 1902. The first steamer was duly delivered. All the defendant had to do was to comply with the terms of this contract. Tsoi died on August 29, 1902, and on November 22, 1902, probate of his will was granted to the plaintiff. She, through her solicitors, wrote in due course requiring the defendant to carry out his contract and, on January 19, 1903, gave notice that unless the steamer was ready for delivery, after satisfactory trials within one calendar month from that date, the plaintiff would treat the contract as broken by the defendant and would sue for damages. Instead of carrying out his contract, the defendant, who had other claims for other matters against Piry and Co., after trying to get these claims settled by Tsoi's executrix and others, finally handed over the steamer to Simon Piry, about the end of January 1903, who sold it to Edwards and others for \$28,000. Edwards was interested in a company of which Simon Piry was manager. Simon Piry deposed that out of the \$28,000 he paid to the defendant \$10,000, money he alleges to have been due to the defendant from Piry and Co., and that he remitted \$12,000 for a payment in connection with the Opium Farm, and that he sent most of the balance of \$6,000 to his brother, Henry Piry, who had been engaged in litigation with Tsoi and others at Kwong Chow Wan in doing this he in no way, consulted with Tse or Chan or Tsoi. He was rather furnishing his brother with money to fight them. He may have been acting in his brother's interest, but he was clearly not acting for either Tse, Chan or Tsoi. Indeed, whatever partnership or association had existed between those persons and Henry Piry, had been dissolved and a liquidation ordered by a French Court in August 1902, and the property at Kwong Chow Wan and Canton had been seized and an advertisement inserted in the Daily Press by the French Consul at Canton, dated September 25, 1902, announcing that liquidation had been ordered. It is clear, therefore, that the defendant broke his contract and that Tsoi or his estate lost thereby the \$7,000 he paid under the agreement of August 10, 1901, and the \$8,000 he had expended on certain iron work used on the vessel. As regards the item of profit he would have made by selling the vessel at a higher price, it was stated by Tai Chip Sun that he got an offer on behalf of Tsoi about the end of June or early in July, 1902, from a man named Lum, a Fokienese, to buy this second ship when completed for \$40,000, if it was finished within two months from that time. But in view of the later letters requiring the ship to be finished ready for delivery within one month from January 19th, 1903, and, looking at the whole circumstances of the case, I do not feel I ought to give damages under this head. The plaintiff was entitled to delivery of a ship costing and worth at least \$30,000, on payment of \$2,000, after satisfactory trial trip. The defendant to suit his own purposes and to enforce payment of other claims broke his contract and handed over the steamer to Simon Piry or Edwards, whereupon it was promptly taken out of the jurisdiction of this Court. The plaintiff also lost the \$800 he paid for iron work to be used on the ship and which was used for that purpose. In the result I give judgment for the plaintiff for \$28,800 with costs.

The Court then adjourned sine die.

## STEAM LAUNDRY CO., LTD.

The first annual meeting of the shareholders in the Steam Laundry Company, Limited, was held on Monday afternoon at the Works, the registered office of the Company, Causeway Bay, next door to Kennedy's Stables. Mr. W. Hutton Potts, the company's chairman, presided, and there were also present Messrs. D. E. Brown (Director), C. Mooney (Secretary), F. G. Allen (Manager), Mak Fuk and Li Yuk.

The Secretary having read the notice convening the meeting.

The Chairman said:—With your concurrence, I propose to dispense with the reading of the report of the Board and the statement of accounts, which have been in your possession for several days. As you are aware, this company is the successor to the Hongkong Steam Laundry Company, Limited, registered in August, 1900, whose assets and liabilities we took over on the 1st June, 1902, the shareholders in the old company receiving in exchange for the ten dollar share one of five dollars in this company, and those of us who were members of the old company have had, like many other shareholders in local industries, to pay for our experience by the loss of half of our capital; and under these circumstances we are the more pleased that we are now in a position to recommend a dividend of 8% or 4% on our original investment. With regard to repairs and renewals work, but you must remember that work has been carried on continuously since September, 1900, and it was only during the period covered by the Account now before you that the machinery began to wear out, and repairs and renewals became necessary, though we believe they will always be a large item, so much of

the plant being constantly wet, the washing machines in particular soon deteriorating. From the formation of our predecessor we have had innumerable difficulties to contend with, one of the principal being accommodation, the present building being badly designed and much too small, with no ground for drying in the open. The water supply was also a cause of great inconvenience and anxiety, it being impossible during the last two winters to obtain sufficient for our requirements during the one or two hours it was supposed to be turned on in the town mains, but, fortunately, after purchasing for some little time from water boats, we struck a good flow of water in the wells sunk in our compound. Another trouble was and continues to be, though in a lessened degree, the unreasonable claims put forward by some of our patrons for loss or damage, which if entertained would probably have caused the closing of the works. Some people seem to have an idea that because we are a Company nothing should go wrong, forgetful or indifferent to the fact that we have to depend on the native workman who has to be educated to our system, and his work closely supervised to ensure his natural tendency to fold up without remark a damaged or soiled article which in many cases returned in a condition that brings discredit on the Laundry, it being quite impossible for the sorters to open up and inspect every article out of a daily washing of four or five thousand pieces. It has only been through constant worry and persistent effort that the above mentioned troubles have been partly overcome and we are able to show the present results. We can congratulate ourselves that ours is, as far as we are aware, the only Steam Laundry in the East that has survived native opposition, which always carries with it the pecuniary sympathy of the native domestic, and the fact that we have been able to carry on makes it evident that the cleanliness of our methods and the punctuality of our delivery is appreciated, and that our patrons being doubtful as to where their clothes have been laundered, or have been lying for a week or more, are more inclined to look over our shortcomings. The accounts have been kept back until now, the money being required to meet monthly expenses, and it being safer to see how the current year opened before paying the dividend which we now recommend. We are glad to say that our earnings up to the present compare favourably with the same period last year, and with an increase in our already large ship work, this year should show better results. Before moving the adoption of the report and accounts I shall be pleased to answer any questions. There being no questions, I beg to propose that the report and accounts as presented be passed.

Mr. D. E. Brown seconded, and the motion was unanimously carried, and the Chairman, on the proposal of Mr. Mooney, seconded by Mr. Allen, Mr. Brown, the retiring director, was re-elected.

The re-election of Mr. A. O'D. Gordin as auditor of the company was agreed to, on the proposal of the Chairman, seconded by Mr. Brown.

The Chairman then intimated that that was all the business before the meeting and that dividend warrants would be sent out to shareholders the next day.

## CHINESE LABOUR IN SOUTH AFRICA.

At a well-attended special meeting of the Rhodesia Chamber of Mines it was resolved unanimously to request the Administrator to give effect immediately to the Immigration Ordinance, and to name China as one of the countries from which unskilled mine labour might be imported. The Bulawayo Chamber of Commerce, the Salisbury Chamber of Mines, and the Matabeleland Landowners and Farmers' Association have passed similar resolutions.

In a letter on the subject of Chinese labour, "Sigma" in the *Westminster Gazette* writes:—

There is one important aspect of the proposed importation of Chinese coolies into South Africa for work in the mines which does not so far seem to have received adequate attention. It is apparently taken for granted by the mine-owners and their supporters in the Press that there will be no difficulty in obtaining an unlimited supply of coolies; and that any opposition on the part of the Chinese Government can easily be got over by squaring the local officials. There are, however, one or two considerations which render this method of procedure in the present case more than a little embarrassing. It is, I suppose, admitted that the intervention of the Imperial Government will be necessary in the first instance to obtain the sanction of the Chinese authorities before any coolies will be allowed to embark; and accordingly the task of explaining to the Chinese officials the arrangements under which these men will come on their arrival in South Africa will devolve on H.M.'s Consuls at the Treaty Ports concerned. If effect is to be given to the ideas of the mine-owners, these arrangements will be of a most unusual type. We are told that special legislation is to be passed with a view to preventing all intercourse between the coolies and the rest of the population; and to ensure this, when their work is over they are to be rigorously confined in the mining compounds. And so during the whole period of their stay in this British Colony these unfortunate men are to be forcibly deprived of their liberty, and on the completion of their contracts compulsorily shipped back to China. It is true that they are to be known officially as "Indentured labourers," not slaves; but it will require a good deal of ingenuity as well as a competent knowledge of the language to make the Chinese officials understand the difference. If, in addition to this, our Consuls are required to connive at the bribery for that I suppose, is the meaning of "squaring" of these same officials by the agents of the mine-owners, a state of affairs will arise which will not be favourable to the credit of either the Consular Service or the British name. As regards the attitude of the Chinese authorities to this new departure, the report of Mr. Ross Skinner, the delegate of the mine-owners who recently visited China, is apparently silent; but it is already known that the best Chinese officials are opposed to the re-opening of this traffic, of which they have had very painful experiences in the past, and that representations to this effect have recently been sent up to Peking by at least one provincial Viceroy. This is a question gravely affecting the character of our policy in the Far East. Is it too much to expect that Lord Lansdowne will interfere to guard it from degradation?

The *Sin Wan Pao* is informed by the same authority that the French Minister at Peking has notified the Waiwup that the Kwangsi insurgents had been repeatedly crossing into Annam, and France had spent much labour and much money in defending the frontier for over a year. Now as long as China was unable to pacify the Kwangsi rebels, France could not withdraw her garrisons on the borders and as France could see no way of receiving any compensation for the money and labour spent, therefore she was requested to use her troops in co-operation with those of China to exterminate the rebels of Kwangsi at an early date, etc. The Waiwup's reply is not known.

## MACAO'S HOSPITALITY TO THE HONGKONG PRESS.

## AN APPEAL TO BRITISH CHARITY.

The majority of residents in Hongkong have, on some occasion, been able to spare a few hours from the rushing, high-pressure existence of life's struggle in our big seaport, to visit the old-time city of Macao. Such of them as are interested in the history of early European enterprise in China must certainly have returned to our noisy, crowded, busy streets while still under impression of the subtle charm and romantic glamour which penetrates the mind of visitors to this ancient outpost of Portugal's formerly magnificent colonial empire. If the tacit charm of Macao is appreciable to the casual tripper, whose impressions are gathered from a superficial acquaintance with this picturesque colony, how much more vivid and delightful are the emotions experienced by those who have been able to peep into the inner life of this old-world corner of a continent when chaperoned by those in authority, who alone can show what is going on the other side of the wall. Such was the enviable lot of the members of the Hongkong Press who responded to the invitation of Mr. A. J. Basto, Junior, the "Honorary Secretary of the Chanly Fete, now organising in the Portuguese colony."

THE BANQUET.

The day's experience, the souvenir of which will be an abiding one, began at the hospitable mansion of Mr. A. J. Basto, Senior, where a luncheon—an epicurean banquet worthy of the appreciation of a *Brillat-Savarin*—was offered to the members of the Administrative Council of the Colony and the representative brethren of the pen. Were present—His Lordship Paulino d'Azevedo e Castro, Bishop of Macao, who is at present administering the Government, Dr. Albano de Magalhães, Chief Justice of the Colony, Dr. Luiz Forte, the Attorney General and Colonial Secretary *pro tem*, Mr. W. Noyes-Morehouse, Commissioner of Customs at Lappa, the Rev. Father Nunes, private secretary to the Bishop, and others. At the end of the repast, numerous cordial toasts were drunk, the first to His Lordship being one of Mr. A. J. Basto, Junior, who, addressing his guests in the purest of French, drank to their health and well-being. His Lordship the Bishop, in a few well-chosen words, expressed his grateful appreciation of the aid received by local charities from the Hongkong Press and, after some flattering remarks about the power and impartiality of British newspapers, the world over, drank to the health and success of the fraternity. Mr. P. W. Sergeant, of the *Hongkong Daily Press*, eloquently voiced the thanks of his *confidés* and, on their behalf, reciprocated the good wishes expressed by the different speakers. The assembled guests then rose and visited an exhibition of toys and other articles to be disposed of at the coming Bazaar, at which were present several of the charming lady staff-holders who are to assist at the fête.

On an adjoining tennis-court, a photograph was taken of a group, composed of His Lordship the Bishop surrounded by the members of the Council, the pressmen and guests; after which all present proceeded, under the direction of the kindly Prelate, to visit several of the convents, schools and charitable institutions of the City.

THROUGH OLD MACAO.

Up hill and down—through narrow, stone-paved streets lined with tall, silent houses, whose barred and recessed windows show walls several feet in thickness, and whose gaily painted façades of the Lusso-Moorish style, pillared portals, ornamented with stucco-work, remind one of Lisbon or Corunna—on goes the procession of rickshas. As we pass some of the larger buildings, surrounded by massive walls of more than normal height, there reaches the ear, through the rattling din of the wheels upon the pavement, the tinkle of a chime, bell, or snare of an *an or fan*, sung by distant voices. The streets grow narrower, so that it looks as if it will be impossible to proceed, then suddenly they open out again and a *largo* is traversed, upon which gives the portico of some important edifice. Smart sturdy little soldiers, clad in a sky-blue uniform stand to attention, and respectfully salute, as soon as the sedan chair of the Bishop comes into their line of vision. It wanted but little imagination to appreciate the romantic charm of this perambulation through the ancient and tortuous arteries of the city, and had one encountered, on turning an abrupt corner in a narrow *travessa*, a *cavalheiro*, in the glories of a steel marion and buff jerkin, with a long Toledo beating against his heels, it would have been but an appropriate adjunct to the vista and would hardly have excited surprise.

THE COLLEGE OF SANTA ROSA DE LIMA.

Now, before the open portals of a convent and alight preceded by the Prelate, the visitors ascend a magnificent flight of stone steps and are in the play-ground of the girls' college. The Mother Superior comes forward and greets the Bishop. The sisters, who are the teachers of the young ladies who come here to be educated, are then presented to us. They, like the head of the establishment, are clad in a picturesque costume of white flannel which is undoubtedly becoming. Their features are wreathed in smiles of welcome, not unattended with a touch of satisfaction at being able to show the strangers over the admirable institution, which, by its peaceful and span condition and the evident healthy cheerfulness of the young inmates under their care, gives every proof of its admirable organisation. Time is short, therefore we have to hurry through dormitories, class-rooms, refectory, gymnasium, and playground and any tennis-courts are attached to the college. The education given is altogether modern and the charges are very low, \$12 a month being the maximum for boarders. Young ladies of good Portuguese families receive their education here, and, as we pass through the joyous groups of children, all anxious to salute the good Bishop, our host bends over his little daughter and embraces her. There are six sisters in the establishment, who are respectively of English, French, Italian and Portuguese nationality. There are 67 girl-students in the college, twenty of whom are boarders. The building is a former monastery, over 200 years old. In places the walls are six feet thick, the chambers are large and well ventilated, one immense class room, on the first story, being nearly fifty yards long by ten broad.

## INSTITUTION UNDER THE CANOSSIAN SISTERS.

Our procession is again *en route*, this time to visit the different institutions under the care of the Canossian Sisters. We first come to the Benevolent Home, founded in 1877, where Portuguese and Chinese girls, of poor parents, are received and educated. Some of them are taught a trade, others go into orders, and again, others are sent into the missions in the interior of China to Christianise the natives. The Portuguese Government has sent many poor children into the Home. The establishment, which was visited throughout, was scrupulously clean and well appointed. The ample of the work executed by the little inmates bears witness to the skill with which they are instructed.

THE HOLY INFANCY.

This establishment is similar in its object to the French Convent in Hongkong. It was

opened in 1885, and, since its inauguration, over 10,000 abandoned infants have been taken in. It includes an asylum for the aged and blind and a retreat for reformed Magdalenae. It would take too much of our space to dwell upon the good work done here, suffice to say that the kind, motherly attention bestowed by the good sisters on the hundreds of abandoned, suffering little humans is altogether beyond praise. A visit must be paid to the institution to fully realise the splendid self-sacrifice of the devoted women who toil and strive to alleviate the misery and pain of the children of the Chinese poor.

## PERSISTENCE COLLEGE.

This was opened on the 22nd of November last, and is another of the several benevolent institutions founded by His Lordship the Bishop, who has, though yet barely six months in the Colony, done inestimable good to the poorer classes of the big flock under his care. This establishment offers employment for girls over eighteen who leave the Benevolent Home and are desirous of earning an honest livelihood. It is in the charge of the Franciscan Sisters of the Order of Mary. At the end of the third quarter of the present year the institution was housing and feeding 364 persons in all, 70 of whom were children. The expenditure for the quarter was \$4,939.11, and the receipts \$3,255.75, leaving a deficit of \$1,683.36. It is to clear this deficit that a fête and bazaar are to be given in the Public Gardens at Macao, on the 26th and 27th inst. A good entertainment will be provided, and charitably disposed persons from Hongkong can be assured of passing an enjoyable holiday in the city of Camoes. It was late in the evening when the inspection terminated and the excellent Prelate, in a good-bye to the guests he had so courteously and untrillingly piloted, and was without emotion, each in turn expressed his thanks and humble appreciation of His Lordship's untiring zeal in the beautiful work of mercy he has so nobly undertaken.

Monsieur Paulino d'Azevedo e Castro is comparatively young and his features bear the unmistakable stamp of energy and determination; therefore the poor and suffering members of his flock can look forward, with real happiness, to many years of spiritual security and well-being under the benevolent care of this kindly and generous prelate.

## THE JAPANESE DIET.

## OPENING CEREMONY.

(From the "Japan Times.")

The opening ceremony of the Nineteenth Session of the Imperial Diet was conducted on the 10th inst. by H. M. the Emperor in person. Accompanied by T. H. Prince Fushimi and Kuni and the usual suite, His Majesty proceeded to the Parliamentary Buildings at 10.30 a.m. and was welcomed by the President and Vice-Presidents of the House and escorted to the hall of the House of Peers by the Ministers of State and others. Ascending the dais, the Emperor then read the Address from the Throne.

## IMPERIAL SPEECH.

"Present at the opening ceremony of the Imperial Diet, we hereby make the following announcement to each and every Member of the House of Peers and the House of Representatives:—

"It gives us profound joy to find the relations of our Empire with treaty Powers more intimate and friendly than ever. As to the important international negotiation now pending for the maintenance of peace in the Far East and the preservation of the Empire's rights and interests, our Ministers of State are under our instructions to conduct those negotiations with care and circumspection.

"We have caused our Ministers of State to adopt a definite financial programme and ordered them to submit to the Diet the Budget for the thirty-seventh fiscal year together with the various drafts of laws. We just that you will gratify our wishes, discharging your legislative duties, in a spirit of harmony and with mature deliberation."

## HOUSE OF REPRESENTATIVES.

The House met at 11.30 a.m. to discuss its Reply to the Throne. Mr. Kono, the Speaker, announced that he was about to present the Reply, which he had drawn up, and, on the members rising, proceeded to read the same.

## REPLY TO THE THRONE.

"May it please Your Majesty!

"Your Imperial Majesty's loyal subjects in the House of Representatives humbly beg to express their deep gratitude to Your Majesty for Your Majesty's condescension in honouring the opening of the Nineteenth Session of the Imperial Diet with Your Imperial presence and favouring them with a gracious speech."

"It is a source of boundless uneasiness and fear to Your Majesty's humble subjects that, at this unique period of national prosperity and power, the Ministers of State should fail to rise to the requirements of the time, and that they should at home waste their energy in temporizing and fail abroad to take advantage of opportunities. It is the humble prayer of Your Majesty's loyal subjects that Your Majesty may graciously deign to bestow Imperial notice on this matter. It is the earnest ambition of Your Majesty's humble subjects to discharge their legislative duties in such a careful and deliberate manner as to meet with Imperial approval and at the same time deserve the trust reposed in them by the people."

"The above is submitted to the Throne in all humility by Your Majesty's humble subject, Hirokazu Kono, President of the House of Representatives."

## THE HOUSE PASSED IT AMID APPLAUSE, AND AUTHORIZED THE PRESIDENT TO PRESENT IT TO THE EMPEROR.

## INTERPELLATION REGARDING DIPLOMATIC NEGOTIATION.

The first interpellation during the present Session was introduced in the House of Representatives by Mr. Mochizuki on Thursday. It related to the pending diplomatic negotiations and ran as follows:—

"That the fact of the Russo-Japanese negotiations regarding the situation not having yet arrived at any satisfactory conclusion after a delay lasting for the past several months, is not only a source of great regret to the nation, but threatens to endanger the peace of the Far East."

"What are the Government's views on this question, and what progress have the negotiations so far made?"

## HOUSE OF PEERS.

The House met at 9.30 a.m., 11th inst. and Prince Tokugawa, the President, read the Reply to the Imperial Address, which he had drawn up at the request of the Chairman of the Sections.

## THE REPLY TO THE THRONE.

"May it please Your Majesty!

"Your Imperial Majesty's subjects in the House of Peers humbly submit this Reply to Your Majesty. In opening the Nineteenth Session of the Imperial Diet, Your Majesty was pleased to address to us a gracious speech. We, your humble subjects, will in obedience to Your Majesty's instructions, endeavour to discharge our legislative functions with careful deliberation and support the carrying out of the Imperial policy."

"With profound respect and humility, we present this Reply."

There was profound silence for a moment, and Viscount Tani requested the President to read the Reply once more. The President complied, and the Reply was then passed unanimously.

The House forthwith proceeded to elect a Chairman of the Committee of the Whole House, Viscount Tani gaining 187 votes, out of 200. The election of the Standing Committee having taken place, Marquis Kuroda moved that a letter of thanks be presented to Prince Kanoye, former President of the House, for his meritorious services while incumbent of that post for the past seven years. The motion was adopted, and Marquis Kuroda's draft of the letter was approved of by the House.

Before the extraordinary Reply to the Throne was presented to the Emperor, the House of Representatives was dissolved on the 11th instant by virtue of an Imperial Rescript.

## IMPERIAL RESCRIPT.

"We hereby order, by virtue of Article VII. of the Imperial Constitution, the House of Representatives to dissolve."

[Imperial Sign Manual and Privy Seal.]

Countersigned by the Ministers of State.

The House of Peers also received the following Imperial Rescript:—

"We hereby order, by virtue of Article VII. and Article XLIV, paragraph ii., that the House of Peers be prorogued."

[Imperial Sign Manual and Privy Seal.]

Countersigned by the Ministers of State.

## PLAIN SPEAKING.

The following is taken from the *Janus-Journal*, 25 November: Sir Henry Blake, the retiring Governor of Hongkong, has felt himself called upon to defend his conduct against the accusations of the newspapers. Reuter says that, replying to a farewell address, presented to him before leaving Hongkong for Ceylon, Sir Henry referred to the press criticisms levelled against his administration, and strenuously denied that he had favoured the Chinese at the expense of the Europeans. That such an accusation was ever made is, in itself, a proof that among the European settlers in the Celestial Empire, or at any rate a section of them, the sentiments of racial superiority is allowed to run rampant, and such special homage to the white skin is demanded as a thoughtful and discerning Proconsul does not feel himself justified in accord. From the summary of the passage of his speech, wired by Reuter, it would appear that the new Governor of Ceylon had both a mainly and staid mannerly defence to make of his conduct in this respect. He very justly held that "his duty as his Majesty's representative was not to destroy social distinctions nor decrease the respect due to the educated, upright and successful of very race, but to show that under the British flag justice was pure and unpurchasable, while all, from highest to poorest coolie, were free to think, speak and act as they like so long as they obey the laws." Brave words these, doing honour to the man who spoke them and the country he represented. Sir Henry Blake's speech will, we are sure, receive the approval of all thoughtful Englishmen; for they cannot but recognize that in it lies not only the key to the hearts and affections of millions of alien races, who own the sovereignty of Britain, but surely, proof of its permanence. It is the policy such as that which Sir Henry declared himself to be subscribing to that has made England great and beloved among Eastern peoples, and not bluster and political injustice; and, for our part, we cannot see a more hopeful sign for the future of Great Britain than that, in an age of racial bigotry, national prejudices and political narrow-mindedness, there are administrators like Sir Henry Blake to interpret so correctly their country's message to its distant possessions. Fortunate Ceylon in having a Governor who understands his business and responsibilities so well.

## COINAGE OF GOLD AND SILVER.

The Treasury Department of the United States has given out some coinage facts from which we note the following:—

The United States coined in the year 1902, \$800,000,000 in gold and \$1,717,600 in silver.

In view of the fact that the United States "theoretically" is upon a gold basis, how does it happen that the country can put out \$72,000,000 of silver a year—or within \$3,000,000 of the total coinage of gold—and still maintain that silver at a parity with gold?

It will be observed that the difference in the amount of coinage is so slight that a stranger would be willing to swear that the United States was still using gold and silver as "primary money."

Indeed, it was only a few years ago when the learned (?) financial editors of the United States, of the Republican stripe, were bemoaning the fact that there were more than \$400,000,000 in silver then in the country—and scheming how the country could get rid of it. These gentlemen always alluded to silver as "that money," or worth "10 to 15 cents on the dollar."

It is well to note at this time also, that these same advocates of a gold standard are now willing to increase the circulating medium by permitting State Banks to issue paper money based on assets that would include products of the farm.

In view of the fact that these editors have uniformly "sneered" at silver as money, perhaps it would be well enough to remind them that "bar silver" as a commodity in the markets of the world is bringing 59½ cents an ounce.

Thus it would appear that even the "intrinsic value" of a silver dollar is selling for 50 cents in gold, even without the Government's stamp thereon, which makes it worth an hundred cents.

And yet these gentlemen would substitute "paper money"—more promises to pay—which, when reduced to "intrinsic value" would not bring five dollars a cart load in the paper rag market!

However, we intended to call attention to other countries which find it necessary to "coin silver" in spite of the offensive odor attached to that metal when used as money.

We observe that Mexico, though it coined over \$10,000,000 in gold also coined \$78,000,000 in silver—or \$6,000,000 more than the United States coined in the same time.

Even Canada coined \$5,504,000 against \$10,740,000 of gold—and yet the Canadians affect to despise silver just as much as the gold monetarists of the United States do.

We note that gold-bearing Australia, which pulled out



